

Latitude 38

VOLUME 214, APRIL 1995

CIRCULATION: 48,000



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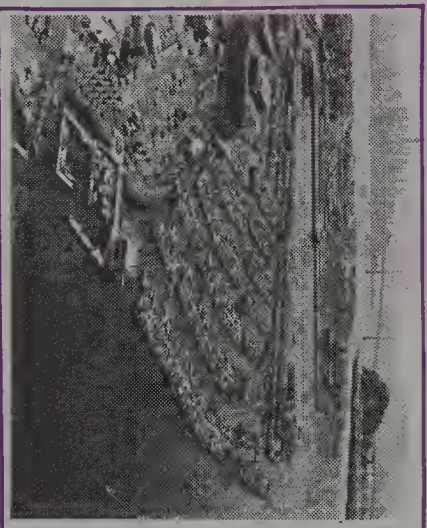
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Directory of Grand Marina Tenants

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& MARINE CENTER

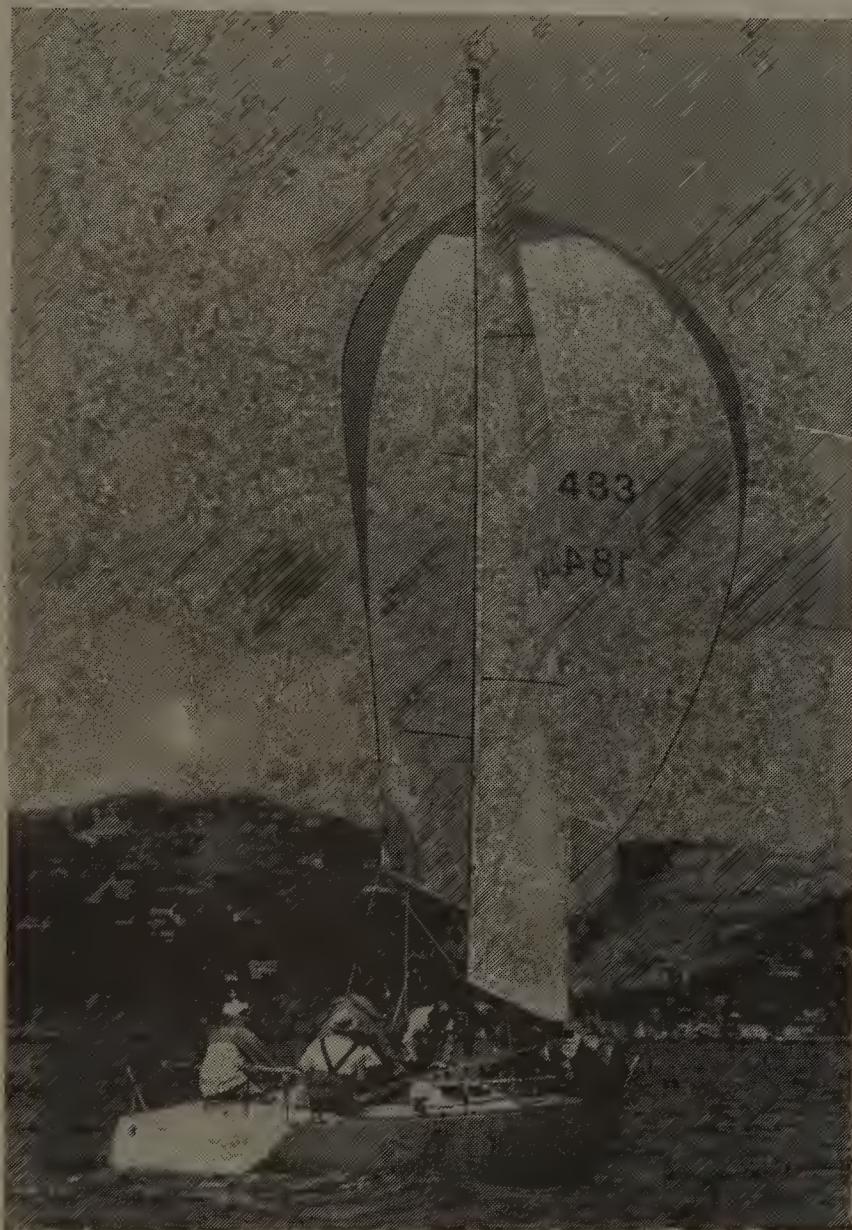
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The Wave of the Future

Come by our booth at the Boat Show in Jack London Square! And don't miss the Vallejo Race tides lecture by Kame Richards at the show on Sunday April 23rd.



**New Wave*

New Wave, Buzz Blackett's Express 27, edged out twenty-five other Expresses to place first in class in this season's Berkeley/MYCO Saturday midwinters.

The four monthly races offered up everything from light and shift winter winds to a first rate squall. And the runoff from three months of storms only added to the complexity. So *New Wave's* inventory of Pineapple Sails was really put to the test.

In the first race Buzz started with his Kevlar class jib, while the rest of the fleet chose genoas. Even so, *New Wave* was first to the weather mark. The sail had often proven itself in windy conditions, but Buzz found he could power up and point high even in more moderate breezes. In the last race, when the wind shifted a full 90 degrees, Buzz put the pole to the headstay and *New Wave's* polyester spinnaker reached right over the competition!

The sails on *New Wave* are no "new wave" fad. These are sails with a winning future.

DEALER FOR: **Musto** Foul Weather Gear & Headfoil 2

Sails in need of repair may be dropped off at:
West Marine Products in Oakland or Stockton
Svendsen's in Alameda & Seabird Sailing Center in Berkeley
Or Bay Riggers in Sausalito



PINEAPPLE SAILS

(510) 444-4321

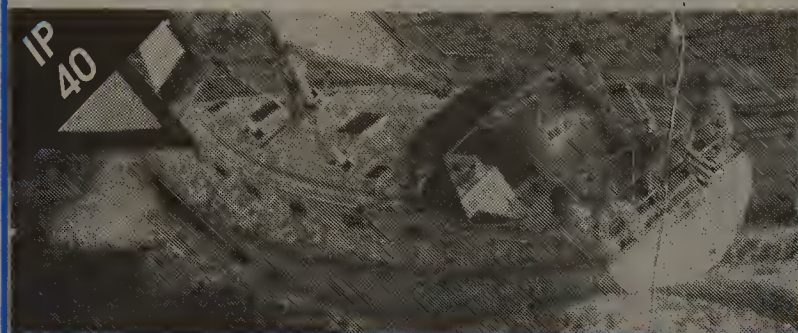
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*See the IP40 and New IP37
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Island Packet is building today's best value in liveaboard bluewater cruisers. Their unique full foil keel design with modern seakindly hulls produce exceptional sailing ability. Rock solid construction, huge storage capacity and elegantly comfortable interiors put Island Packet at the head of any dedicated cruising fleet.



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BENETEAU FIRST 45s5, 1991. Powerful Bruce Farr design. Excellent condition. Inviting interior. \$199,000.



MARIAH 31, 1977. Stoutly built full keel bluewater cruiser built by Pacific Seacraft. Cutter rigged. \$44,500.

BROKERAGE LIST

SAIL

27' ISLAND PACKET, 1988	55,000
29' CAL, 1978, rblt engine	16,500
30' CATALINA, 1978 very clean	23,000
31' MARIAH 31, 1977	44,500
31' ISLAND PACKET, 1986	69,000
33' APHRODITE, 1979, Danish beauty	29,500
34' CORONADO, 1970	27,500
35' ISLAND PACKET, 1989	129,000
36' CS, 1981	49,800
36' PEARSON, 1985	69,500
38' ISLAND PACKET, 1989	139,500
41' MORGAN O/I KETCH	79,900
41' C&C, 1984	99,500
43' SLOCUM, loaded cruise vet	175,000

BENETEAU BROKERAGE

28' BENETEAU FIRST 28.5, 1988	32,000
38' BENETEAU FIRST 37.5, 1985	85,000
42' BENETEAU 42, a classic	105,000
45' BENETEAU FIRST 45f5, 1991	199,000

POWER

27' SEA RAY ENGINE OVERHAUL	\$23,000
----------------------------------	----------

*Those listed in bold ore
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COVER PHOTO: *Latitude 38/rob*
Roll into racing season.

Graphic Design: Colleen
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Latitude 38 welcomes editorial contributions in the form of stories, anecdotal photographs - anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to *Latitude 38*, P.O. Box 1678, Sausalito, CA 94966. For more specific information, request writers' guidelines from the above address.

Time and Weather Pass... A Beneteau Endures

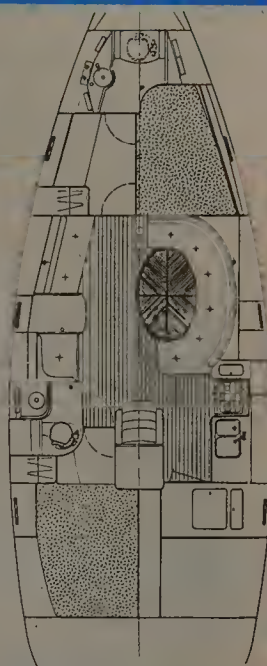
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OCEANIS 44 center cockpit

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OCEANIS 351

At the Boat Show

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New FIRST 367

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OCEANIS 321

At the Boat Show



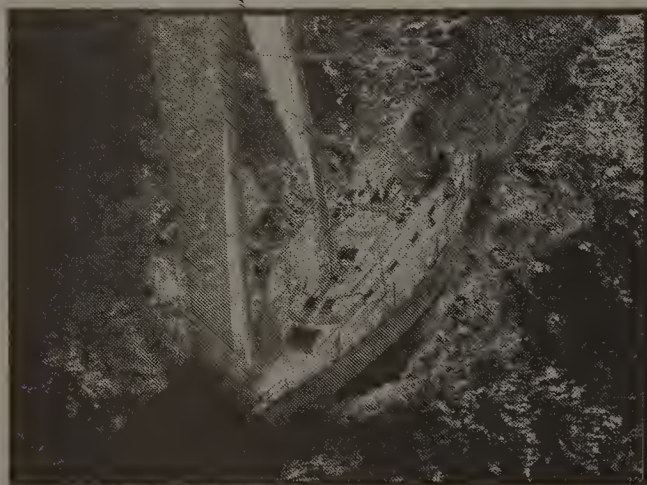
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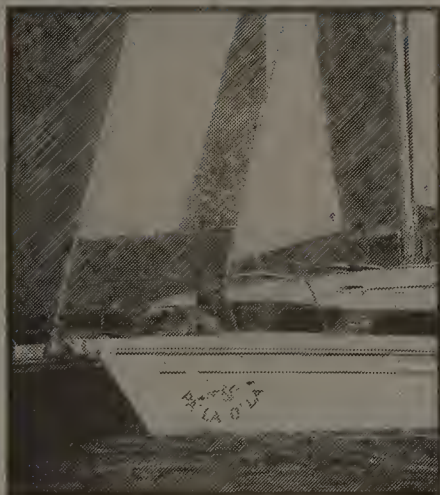
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Latitude 38

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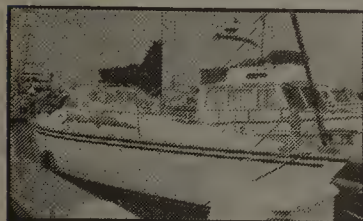
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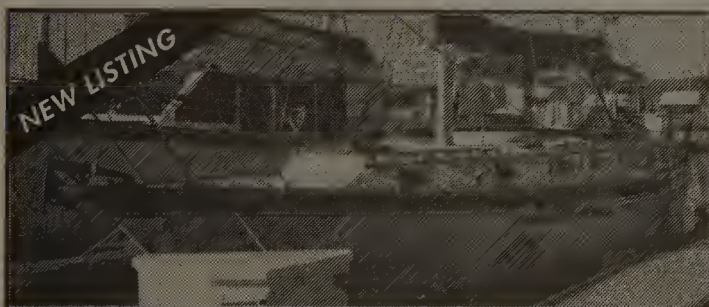
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Full electronics. At our dock.



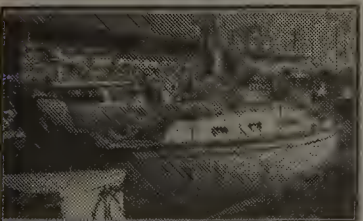
50' CHALLENGER .. 145,000
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Looking for comfort, liveability and good sailing characteristics? Well stop by and look at this Endeavour 40. She'll give you all of that and more.
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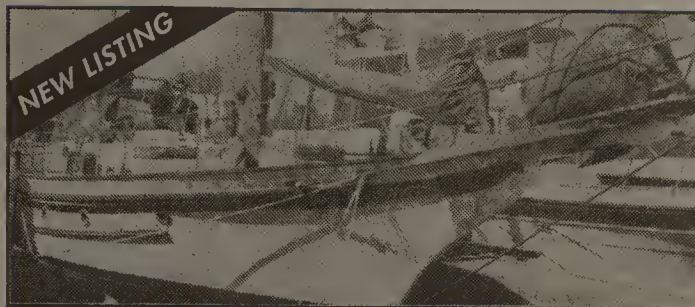
43' GULFSTAR 75,000
Just arrived at our dock.



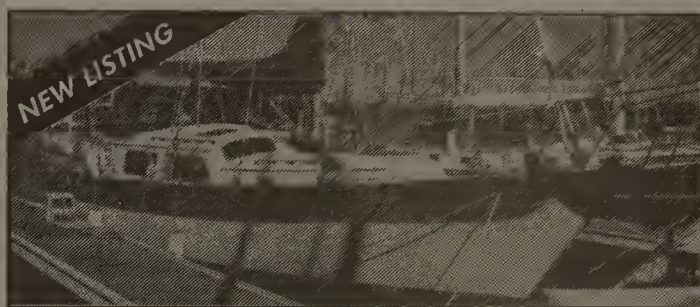
30' HUNTER Just Listed
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27' U.S., '81	\$9,875	40' DUTCH YAWL, '53	\$42,000
28' ERICSON, 28+, '81	\$19,900	41' SCHOONER, '63	\$39,900
28' PEARSON TRITON, '61	\$9,000	42' CROSS TRI, '79	\$98,000
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32' ERICSON, '72	\$24,500		
33' NEWPORT, '82	\$34,000		
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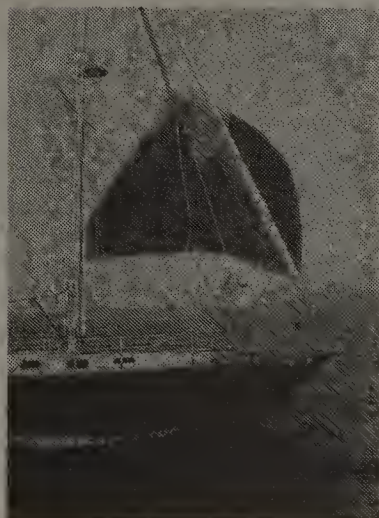
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North's new G/3 Gennaker™ series: Wider range, more control.

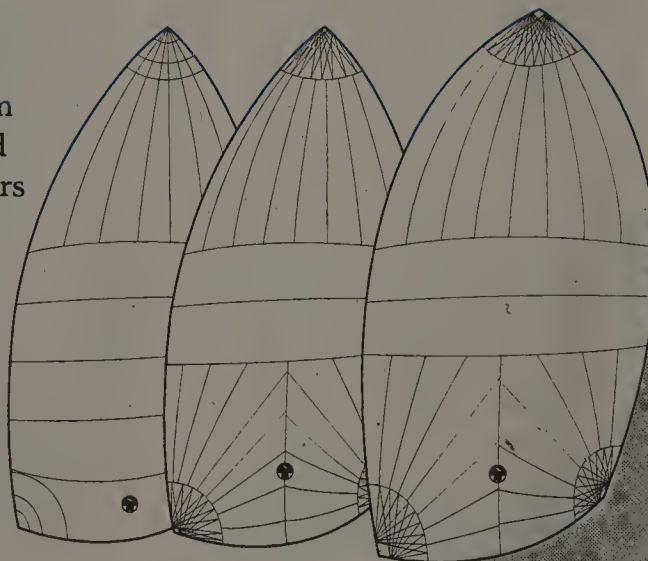
The same team that designed the Gennakers dominating this year's America's Cup competition has created a new family of cruising Gennakers that will redefine your expectations for downwind sailing.

More control.

The G/3 GENNAKER SERIES is specifically molded for maximum control and an extremely wide, easy-to-fly sailing groove. Our G/3 COASTAL and OFFSHORE designs are "broad-band" reaching shapes that requires a minimum of spinnaker trimming experience.



North's SNUFFER PLUS™ sail sleeve pulls down over your Gennaker, making setting and dousing easier and safer.



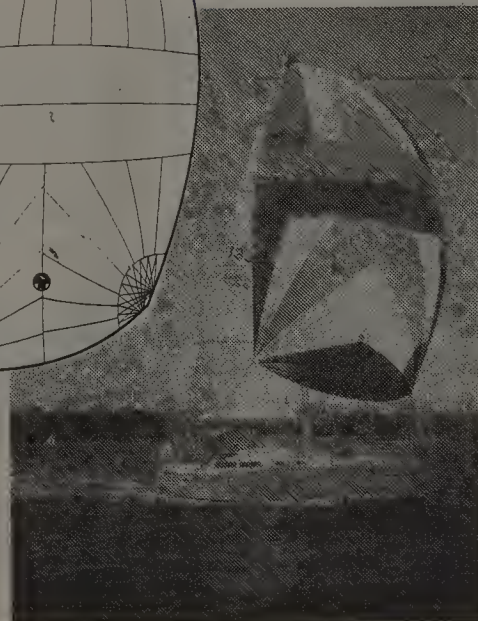
North radial head Coastal (left) and tri-radial Offshore (center) Gennakers are all-purpose reaching molds designed to fly through a wide 15-20° range. The TrueMax (right) is a larger, more powerful mold designed for deeper wind angles.

Their moderate, balanced design means they can fly without collapsing through a wide 15 - 20° variation in heading or wind angle. They are available in radial head COASTAL and TRUERADIAL OFFSHORE designs, all made with the finest lightweight Nylon spinnaker fabrics in a wide choice of attractive colors.

More performance.

North's new TRUEMAX™ Gennaker is a larger,

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Panels on all North Gennakers are computer molded and precision stitched by spinnaker specialists to produce a smooth, stable, long-lasting shape.

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add pleasure to your downwind cruising.

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J/37
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BOSTON WHALER
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BROKERAGE SAILBOATS

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**J/44, 1989, Gotcha	259,000	**34' J/105, 1993, Indigo	105,000	* 24' J/24, 1989 T.I.E.	26,500
* 44' Davidson 44, 1981	105,000	* 32' Pearson 323, 1982	37,000	* 24' J/24, 1993	32,500
**42' J/130, Ayacucho, 1994	Ask	* 30' Seafarer, 1983, X-To-Sea	35,000	**24' Melges 24, 1993	35,900
**40' Wilderness, 1981, Falcon	75,000	* 29' Cal, 1974, 20/20	19,800		
* 37' J/37, Ancient Love, 1986	105,000	* 27' J/27, 1985,	19,000		
* J/35, 1984, Cosmic Muffin	50,000	* 26' J/80, 1984	29,500		
* 35' J/35, 1984, Courageous	52,500	* 26' J/80, 1995, Polecat	33,900		
**35' J/35, 1984, Rival	64,900	* 24' J/24, 1979, Jaw Breaker	7,500		
**35' J/35, 1987, Law N' Motion	74,900	* 24' J/24, 1980, Vixen	8,500		
* 35' J/35, 1989, Redline	77,500	* 24' J/24, 1981, 1977	9,000		

POWER

* 41' Chris Comm., 1983	105,000
* 20' Boston Whlr, 1987, Revenge	19,000

* At Alameda/** At Newport Beach

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- ✓ Belt condition/adjustment
- ✓ Clean raw water screens
- ✓ Oil level, condition
- ✓ Transmission level, condition
- ✓ Exhaust system condition

SAFETY

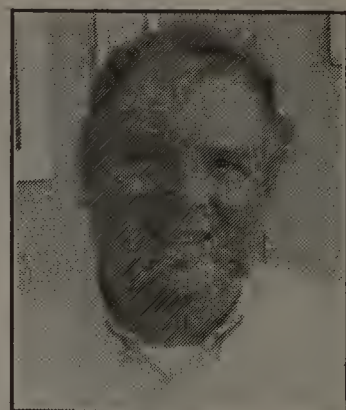
- ✓ Navigation lights
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- ✓ Horn

SAIL

- ✓ Lower swages on rigging
- ✓ Halyards
- ✓ Spreader lights
- ✓ Rig time
- ✓ Furler

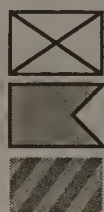
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- ✓ Rudder and shaft packing
- ✓ Steering system



Pete Van Inwegen ~ Manager

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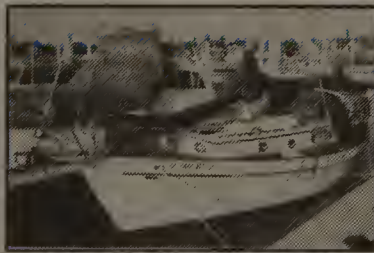
80' CUSTOM ALUMINUM KETCH,
1973. Rebuilt 1983. Whitbread racer,
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33' MORGAN O/I, 1975.
Upgraded sails, low hours, diesel.
Lots of stuff. Asking \$34,900

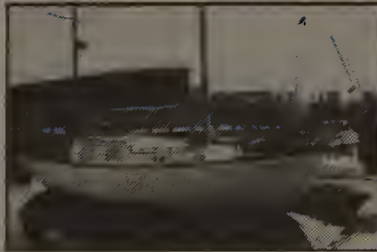
33' HUNTER, '79	21,500	36' COLUMBIA, '68	22,500	42' HALLBERG RASSY	175,000
34' TARTAN YAWL, '74	29,900	37' SWEDISH Steel Ketch	Now 35,000	44' AMAZON Steel Cutter, '92 (Canada)	239,000
35' CORONADO, '74	32,000	38' WAUQUIEZ (Hood), '80	75,000	44' (LOA) CLASSIC GAFF Sloop, 1885....	40,000
35' NIAGRA SLOOP, '81	65,000	40' GARDEN Schooner, '82	125,000	47' SWEDISH KETCH, '36	35,000 OBO
36' COLUMBIA	Inquire	41' SEA FINN 411, '92	260,000	50' CHALLENGER Ketch, '74	130,000



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43' CUSTOM MULL SLOOP, 1974.
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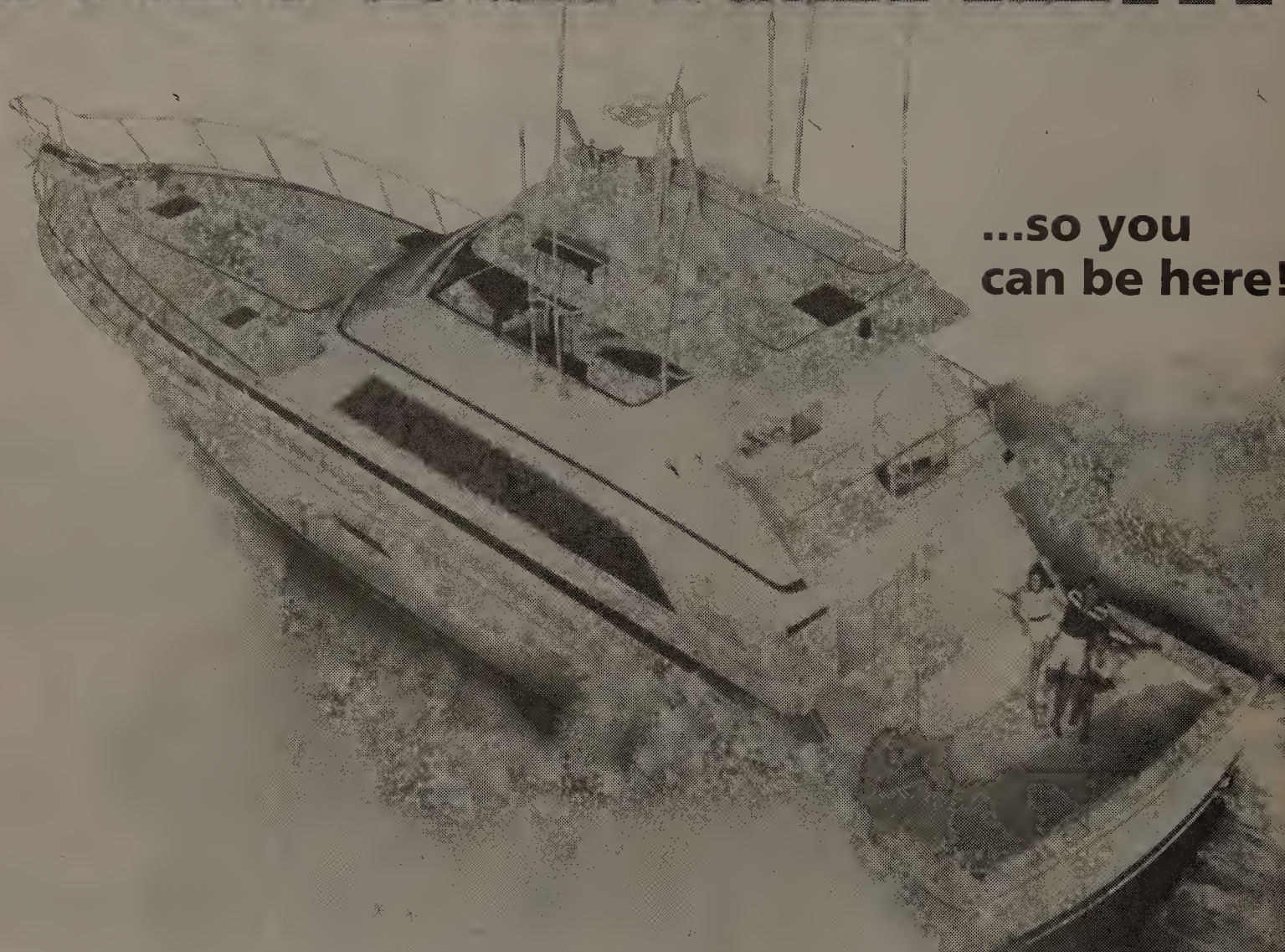
32' MARINER KETCH, 1968.
Herreshoff design.
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43' C&C LANDFALL, 1985.
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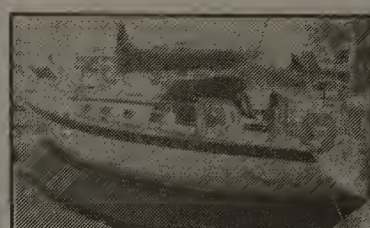


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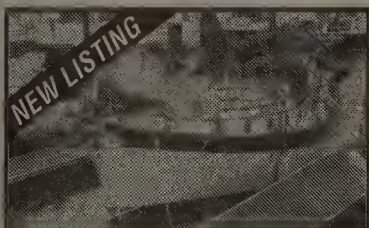
1982 LANCER 36-FT
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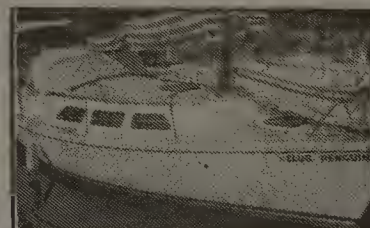
1987 CATALINA 34-FT
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nice improvements. \$55,000.



1977 WILLARD 30
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\$58,500.



1984 NEWPORT 33
Traditional layout, roller furler,
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1987 FREEDOM 32-FT
Aft stateroom, big interior, nicely
equipped. \$49,500.



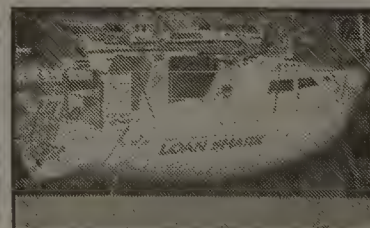
1989 CATALINA 30-FT
Dodger, roller furl sails, AP plus
more. \$46,500.



1987 CS 30-FT
Canadian quality, stylish
performer. \$40,500.



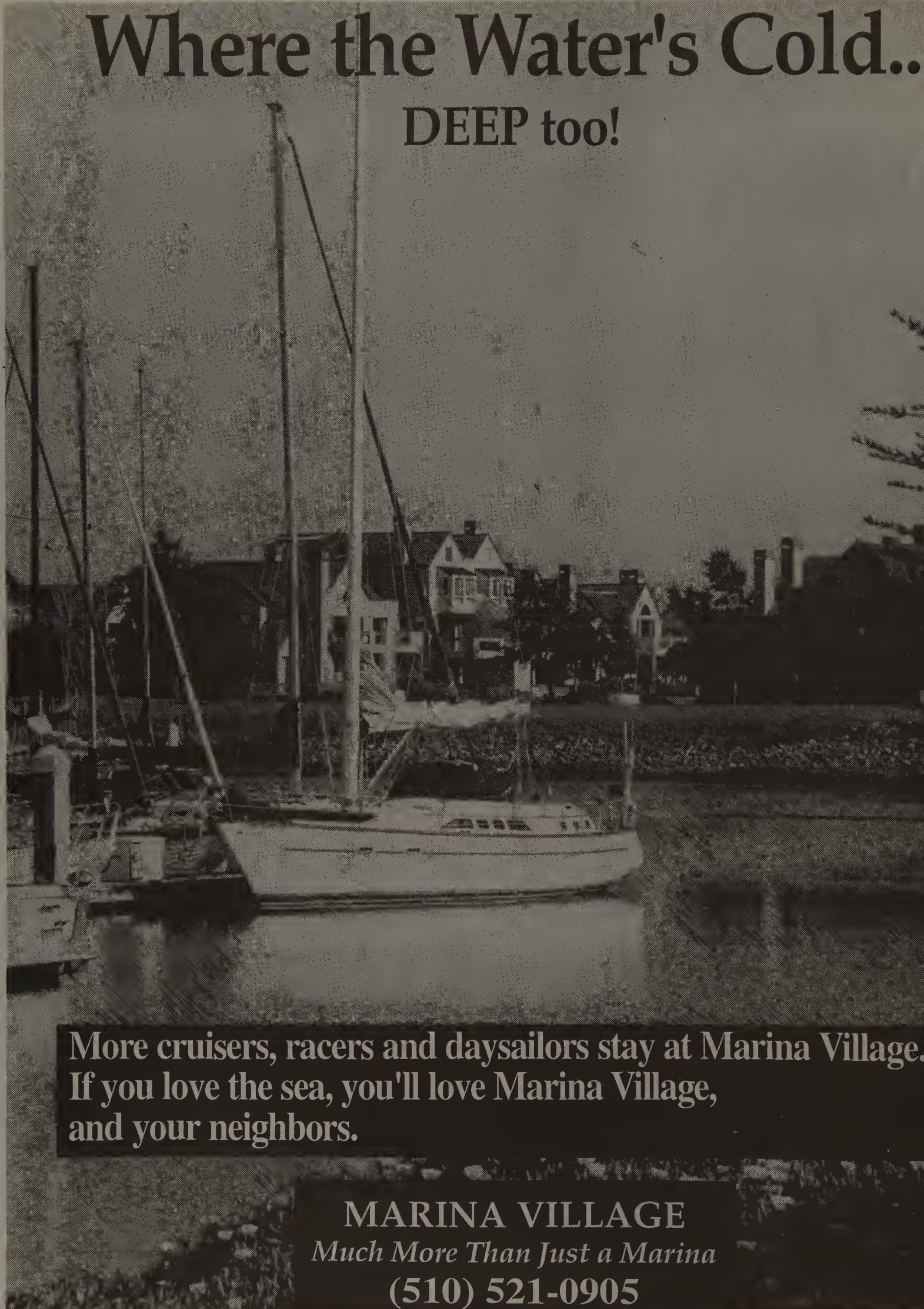
1974 VINDO 30-FT
Swedish design, full keel,
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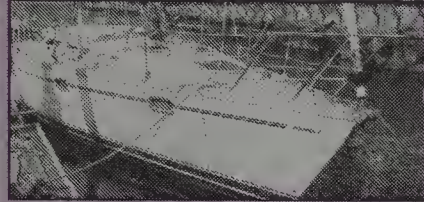
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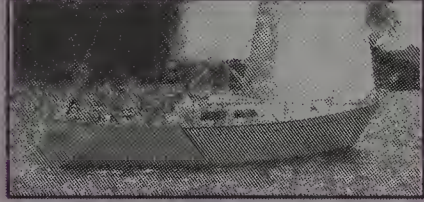
41' JEANNEAU, 1986

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34' SABRE, 1985 SISTERSHIP

\$63,500



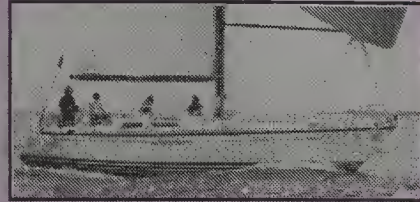
38' ERICSON, 1986

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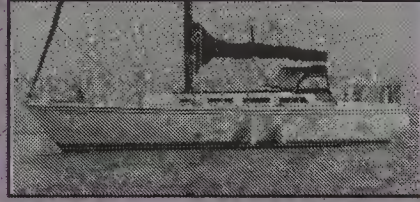
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46	1984	Frers	Inquire ➔
47	1981	S & S	Inquire ➔
51	1981	Frers	375,000 ☉
53	1987	Frers	590,000 ➔
57	1980	S & S	425,000 ☉
59	1983	Frers	720,000 ➔
61	1985	Frers	690,000 ➔
65	1974	S & S	470,000 ➔
651	1982	Frers	880,000 ➔

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SWAN 46 Obsession (1984)
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SWAN 44 Bandit (1975) (sistership)
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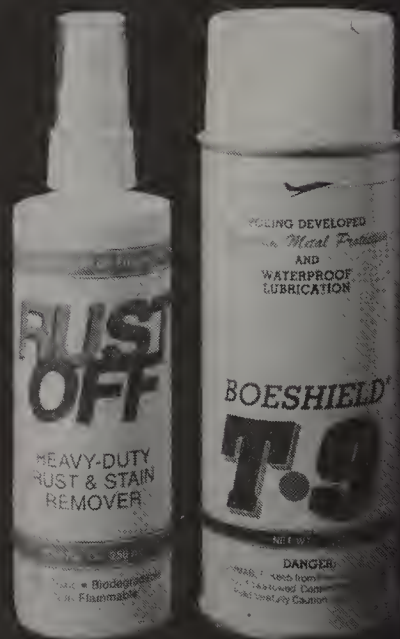
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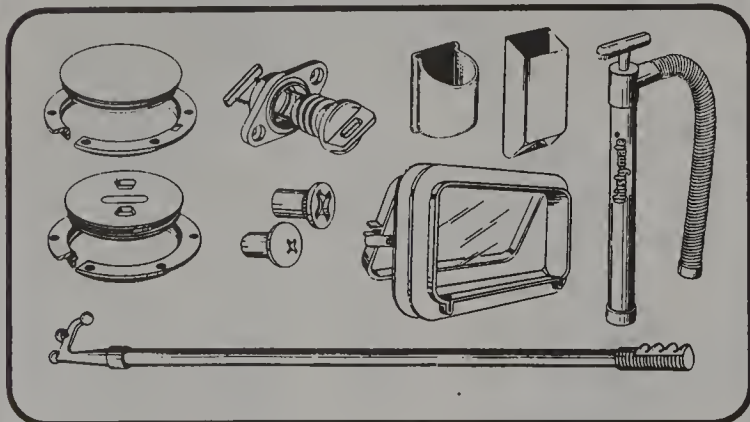
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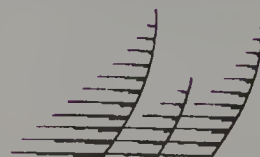
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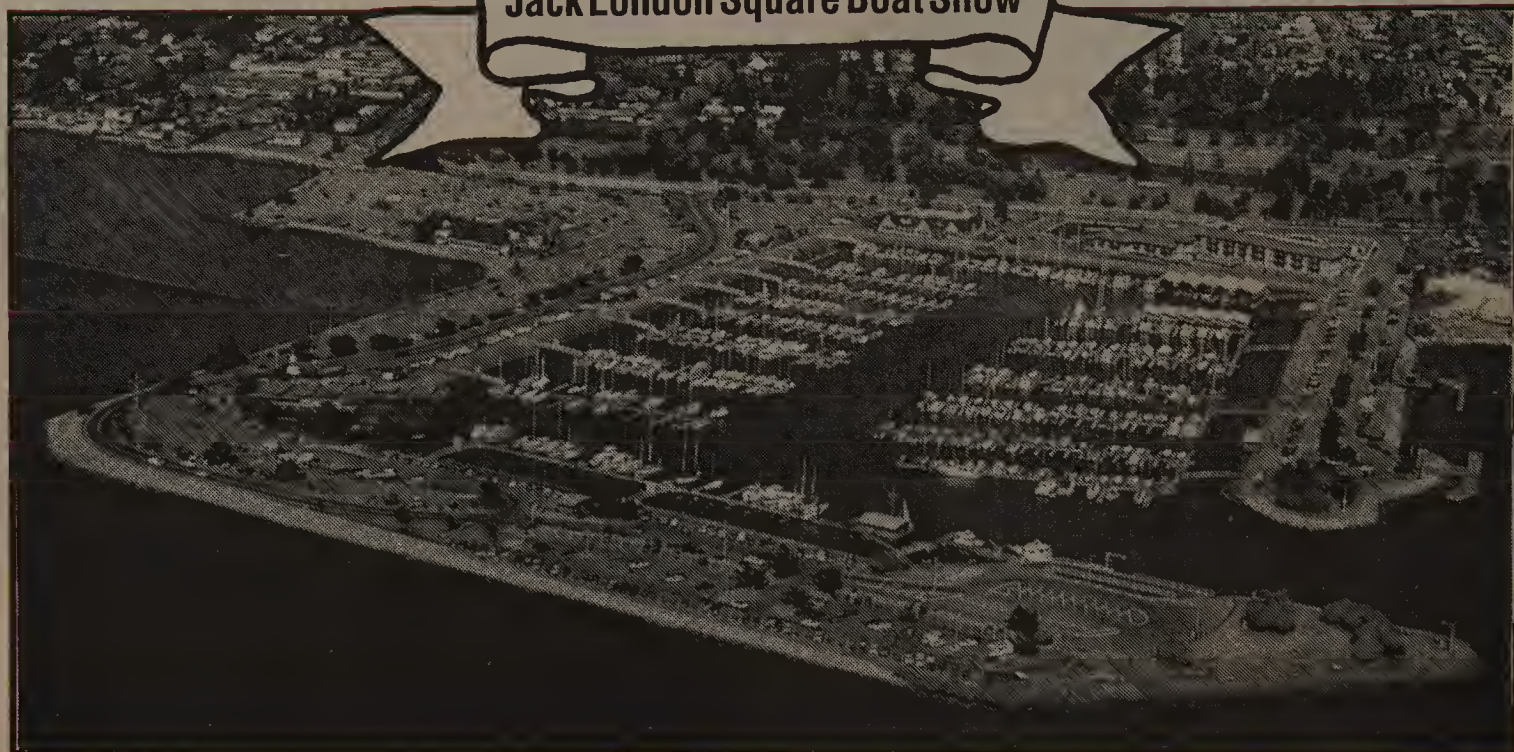
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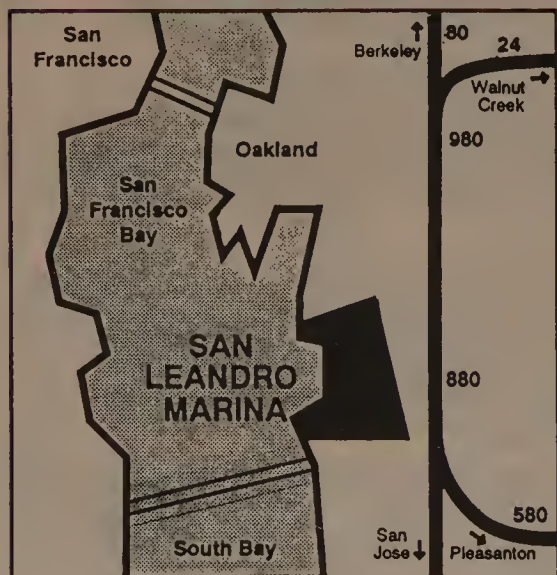
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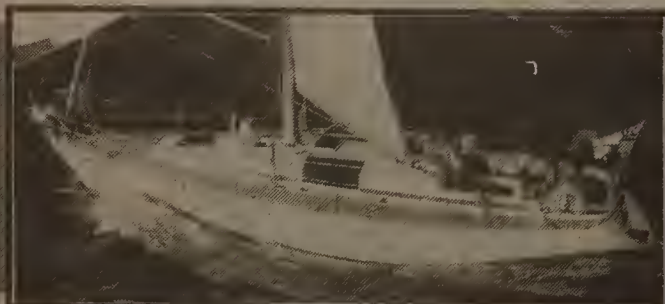
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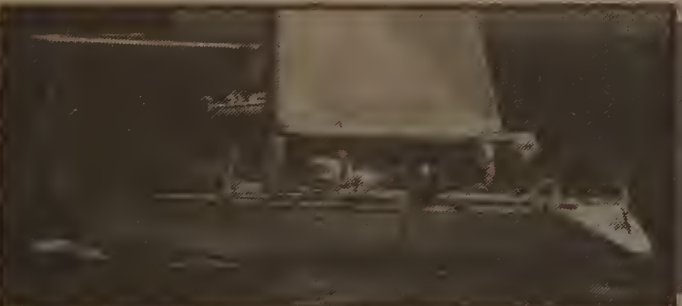
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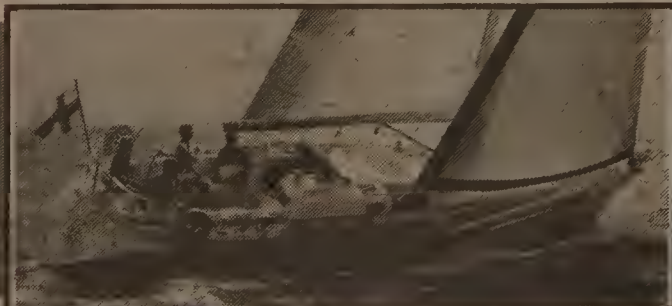
SWAN 51 CYGNUS (1982): Frers design standard 3-cabin interior, low engine hours, and excellent teak decks. Equipped for cruising, extremely well maintained and kept under full cover. Located San Pedro, CA *\$325,000.*



SWAN 46 TUNDRA (1985): Designed purely for fast cruising, with aft cockpit entrance to owner's cabin, Scheel keel, watermaker, computerized chart system, radar, SSB. Located Friday Harbor, WA. *\$450,000.*



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SWAN 44 URSA (1992): New Frers design cruise equipped with shallow draft bulb keel, swim platform, 2 GPSS, 2 autopilots, IBM-PC, SSB, Ham, weatherfax, radar, furling jib, watermaker, inverter, central heating. Barely used. Pacific Northwest, *\$495,000.*

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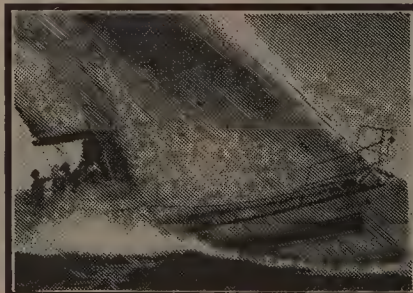
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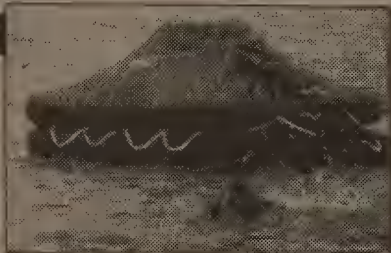
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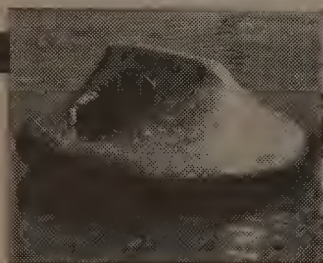
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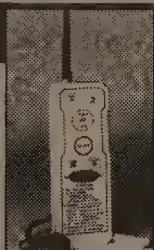


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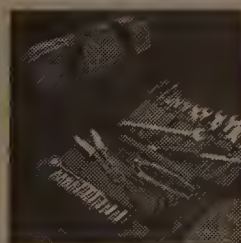
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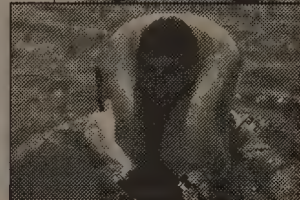
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April 8	Newport Beach, CA Bahia Corinthian Yacht Club 1601 Bayside Dr.
April 20	Marina del Rey, CA 14025 Panay Way
April 27	San Diego, CA Bali Hai Restaurant Guest Dock 2230 Shelter Island Dr.
April 30	Santa Cruz, CA Moss Landing Public Launch Ramp Highway 1
May 1	San Francisco, CA Berkeley Marriott Guest Dock 200 Marina Blvd.
May 3	Portland, OR Willamette River Park Boat Launch
May 4&5	Seattle, WA Shilshole Bay Marina Public Launch Ramp Seaview Ave. NW
May 6	Bellingham, WA Squalicum Harbor Public Launch Ramp Bellingham Marina

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Nonrace

Apr. 1 — "What's Hot and What's Not in Marine Electronics" presented by Gordon West at the Sacramento West Marine store. p.m.; \$5 admission; info, (916) 366-3300.

Apr. 1 — Nautical Flea Market at the Sausalito West Marine a.m. to 2 p.m. Bobbi, 332-0202.

Apr. 1 — Ericson 27 Race/Cruise to the beautiful seaport of Vallejo. Maurie Lundberg, 381-8432.

Apr. 1 — Sorry, folks, but this is the last day that we can distribute *Latitude* for free. After 214 issues, we've reluctantly concluded that beginning next month (May 1), the magazine will cost \$2.39 — which coincidentally is the cost of a 25-ounce Fosters at our neighborhood 7-11. *Latitude* will still be available at the usual outlets, and anything should be bigger and better than ever — possibly even with a four-color glossy cover! To read more about the reasons for this necessary step (price of paper increases, cost of living in Marin, hiring another editor, etc.), see the editorial at the end of *Sightings*.

Apr. 1 — Tiburon Tune-Up Day, an entire day dedicated to making your boat faster and safer for the upcoming racing season. A Tiburon YC beginning at 9:30 a.m.; \$25 per boat (and skipper), plus \$10 per crew. Steve Wells, 435-3932 (home).

Apr. 1 — Opening Day at Stockton Sailing Club. Parade, blessing of the fleet, eating, drinking and more. Details, (209) 951-5600.

Apr. 1-2 — Santa Rosa Boat, RV & Fishing Show at the Sonoma County Fairgrounds. Info, (510) 934-1580.

Apr. 2 — Daylight Savings Time begins — but will the rain stop?

Apr. 2 — Pineapple Sails Race Clinic at Berkeley YC for Cal 20s, Santana 22s, Columbia Challengers, Merit 25s, Olson 25s, Thunderbirds, Ranger 26s, Catalina 27s, Cal 2-27s and Catalina 30s. Entrance fee is a buck a foot; sailors unattached to a boat can attend for \$5. Morning chalk talk will describe YRA courses in detail; afternoon on-the-water instruction will be handled by various local experts. 10 a.m. to 4 p.m. at the Berkeley YC. Pineapple Sails, (510) 444-4321.

Apr. 3-7 — "Expanding Your Cruising Horizons," presented by world wanderer John Neal at the following West Marine locations: Palo Alto (4/3), Sausalito (4/4), Oakland (4/5), Santa Cruz (4/6) and South San Francisco (4/7). Shows begin at 7 p.m. and cost \$5 for admission. Call the store hosting the event for details.

Apr. 4 — *Latitude* 38 Crew List Party at Encinal YC. See Crew List article for more info, or call World Headquarters, 383-8200.

Apr. 5, 12, 19, 26 — "Mostly free" Wednesday night seminars at the Oakland West Marine store; 7 p.m.; call Scott Keith for details (510) 532-4071.

Apr. 6 — *Latitude* 38 Crew List Party at Corinthian YC, the most excellent sailing party of the year! Come rub shoulders with the beautiful people — our readers! See April 4 listing.

Apr. 6 — Marine User's Conference to discuss marine forecasts, NOAA weather radio, marine radiofax broadcasts from Point Reyes, oceanographic analysis and much more. 7-9 p.m. at the Monterey Conference Center. Free! National Weather Service; Ernest Daghighi (408) 656-1716.

Apr. 6 — "Computers for Boats", a free presentation by Steve and Marilee Shaffer at Waypoint (Alameda). Details, (510) 769-1547.

Apr. 6-14 — Bear fleet comes out of hibernation for a mass haul-out at Nelson's Marine (Alameda). Chris Ogilvie, (510) 339-1071.

Apr. 7 — "Blue Water Virgin," a free slide-illustrated presentation by Dave Jensen and Gary Hausler about cruising from Hawaii to San Francisco aboard a Santa Cruz 40. Stockdale Marine (Sacramento) 7:30 p.m. Details, (916) 332-0775.

Apr. 7 — "Road to the America's Cup," an hour-long ESPN preview of the upcoming A-Cup. Set the VCR for 4:30 p.m., or catch the replays on April 8 (2 p.m.) or April 9 (10 p.m.).

Apr. 8 — Nautical Swap Meet at Point San Pablo YC. 8 a.m. to noon, rain or shine! Jan, (510) 236-7664.

Apr. 8 — Nautical Flea Market at Encinal YC, (510) 522-3272.

Apr. 8 — Opening Day on Carquinez Strait, hosted by Benio

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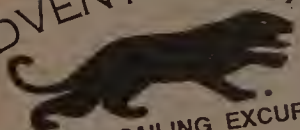
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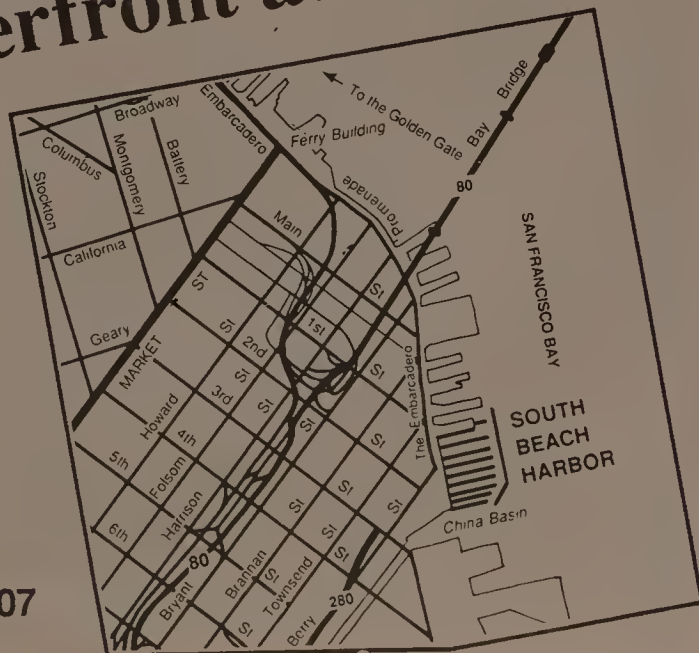


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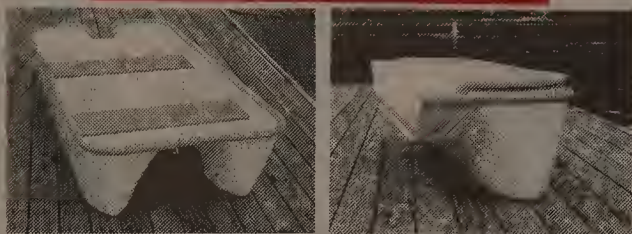
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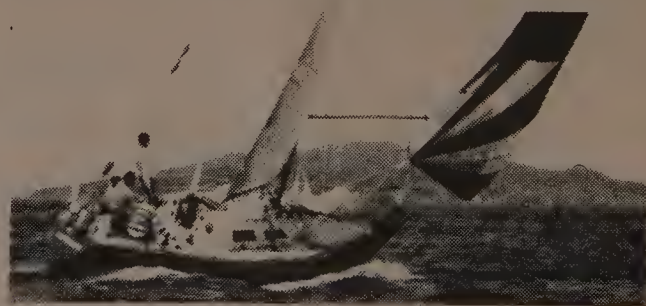
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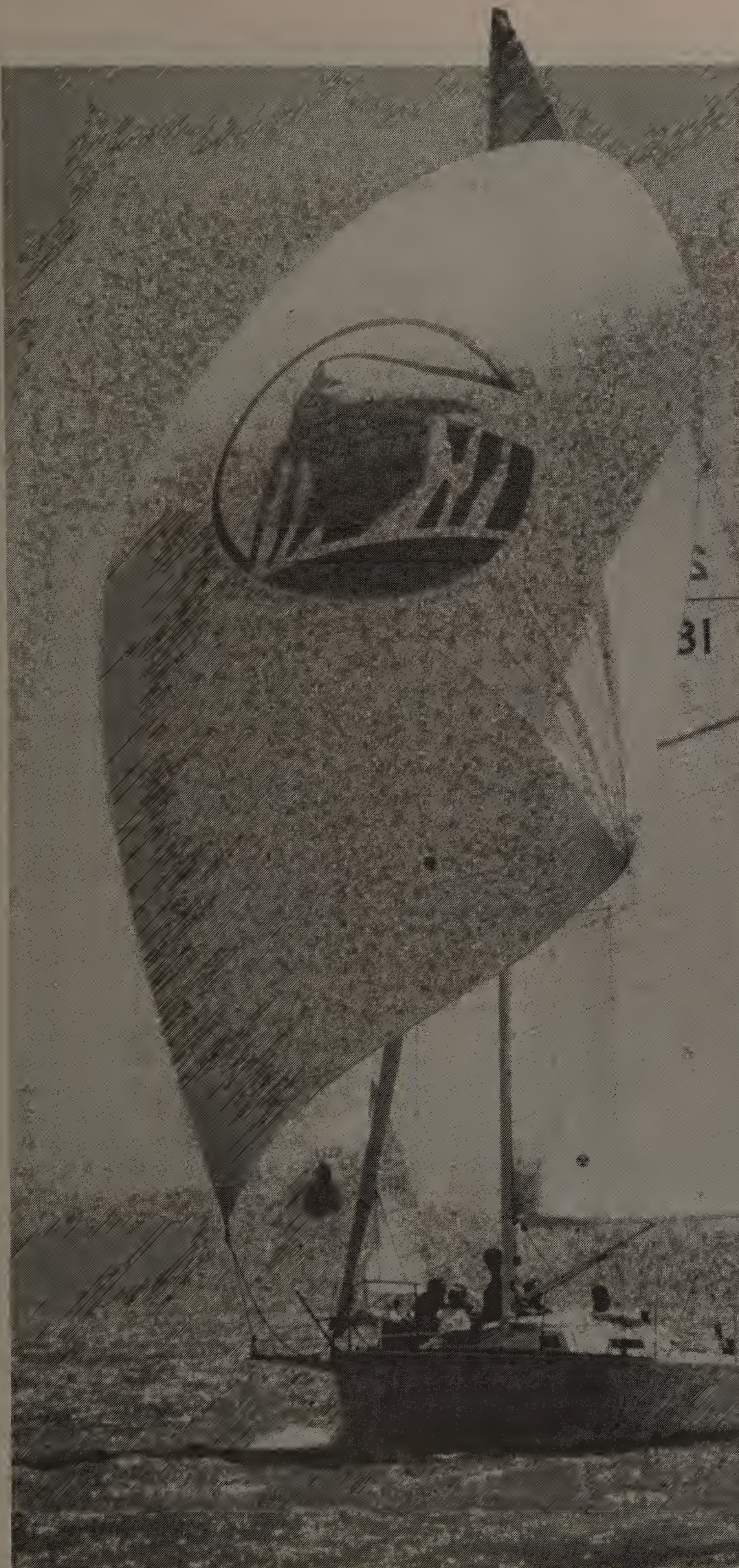
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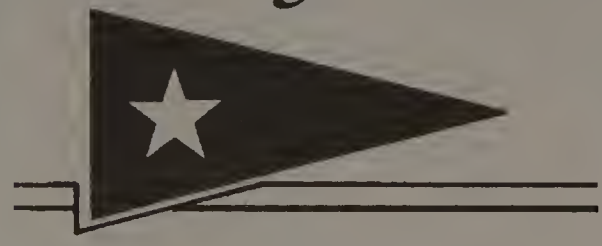
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CALENDAR

YC. Dick Fox, (510) 372-6636.

Apr. 9 — Oakland YC open house for new and prospective members; 2-5 p.m.; Jim Cohune, (510) 284-9737.

Apr. 10-May 20 — Live ESPN coverage of the America's Cup begins at 1 p.m. (check local listings). ESPN2 will offer "same-day" coverage at 9 p.m. No word yet on how ESPN3, ESPN4 and ESPN5 plan to handle the series.

Apr. 13, 1796 — The ship *America* (no, not that one) docked in New York City after a trip from India. Among her cargo was the first elephant ever imported to the United States.

Apr. 13 — OYRA Seminar on Currents, 7-9 p.m. at the Bay Model. Free! Don Lessley, 765-3580.

Apr. 15 — Pay your uncle, then go sailing — if you can still afford it!

Apr. 15-16 — Islander 36 Cruise to Redwood City. Rick Princeau, (408) 985-8542, or Rick Van Mell, 962-1515.

Apr. 18 — "Rigging and Lines," a free seminar at Oakland YC presented by Bruce Schwab (head rigger at Svendsen's). 7 p.m.; info, (510) 522-6868.

Apr. 18 — Sutter Sails Cruising Seminar: Reefing and Furling, cont'd; free; 7-9 p.m. Sutter Sails, 332-2510.

Apr. 22 — South Bay Opening Day at Sequoia YC (Redwood City). John Mackey, (408) 238-5536 (home).

Apr. 22-23 — Hans Christian Owners Association anchor out at Sausalito with visit to the Bay Model. Details, Art or Carol Krakowsky, (510) 455-0486.

Apr. 22-30 — Spring Boat Show at Jack London Square. See Sightings. Info, (510) 452-6262.

Apr. 22-30 — Sea of Cortez Race Week at Isla Partida, originated 12 years ago by *Latitude 38* and now run by Club Cruceros de La Paz. For info, write Clay Jarvis, c/o CCdLP, Box 366, La Paz, BCS, Mexico, 23000. No phone or fax number was provided.

Apr. 29 — "College for Cruisers," presented by Jim and Diana Jessie at UK Sailmakers in Alameda. \$75 'tuition' includes lunch; 8:30 a.m. to 5 p.m.; RSVP, 1-800-576-1961.

Apr. 30, 1858 — Wreck of the month: *Zenobia*, a 630-ton packet ship built in Medford, Massachusetts in 1838. After spending most of its life shuttling cargo between Philadelphia and Liverpool, the *Zenobia* spent three years plying the Pacific before stacking up on Point Bonita. She was coming down from Sitka, Alaska, with a load of ice valued at \$30,000 when the ship literally went 'on the rocks'.

Owned by the American Russian Commercial Company of San Francisco, the *Zenobia* was one of many ships that brought ice (a luxury at the time) to San Francisco. For unknown reasons, her captain, J.B. Tilden, refused assistance from the pilot boats *Golden Gate* and *Daniel Webster*. Bad idea — when the tide turned and the wind died, the ship was swept into the east side of Point Bonita. The lighthouse keepers saved all aboard, but the *Zenobia* was a total loss — proving, yet again, that 'haste makes waste'.

Apr. 30 — Opening Day on the Bay. What we want to know is how you can open something that never closes? PICYA, 388-7601.

Apr. 30 — Nautical Flea Market at Elkhorn YC. Info, (408) 724-3875, or (408) 633-4375.

May 4 — "Preparing for Offshore Cruising," by offshore gurus John Neal and Barbara Marret. Plan your escape with the best! 7 p.m. at Waypoint (Alameda); free, but RSVP to (510) 769-1547.

May 5 — "Destination Mexico," a free slide-illustrated show by Robert and Caroline Mehaffy. Stockdale Marine (Sacramento), 7:30 p.m.-Details, (916) 332-0775.

May 6 — Marine Flea Market at Peninsula YC in Redwood City, 7 a.m. to 2 p.m. PYC, 361-9591.

May 6-7 — Annual Corinthian YC sailing seminar for women, by women. No men allowed — except Dave Dellenbaugh. This is the first of two weekend sessions (May 20-21 is the other). Kay Rudiger, 381-4758.

May 13 — Marine Swap Meet at Aeolian YC (Alameda), begin-

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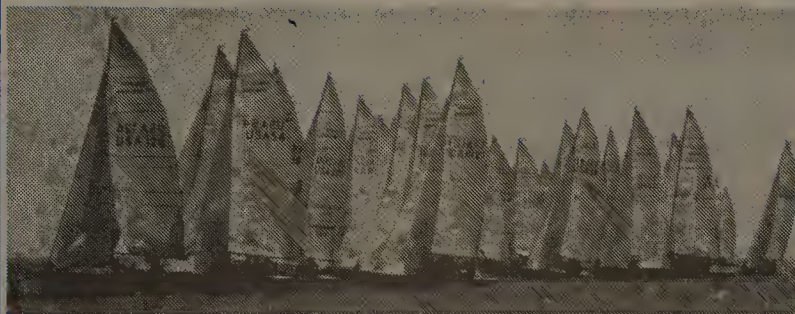
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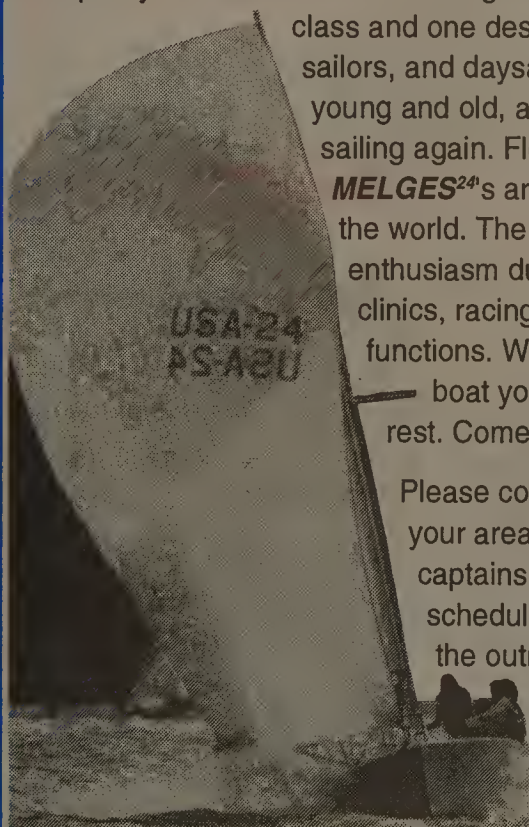
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ning, ahem, at 6:30 a.m. Roland Hyatt, (916) 967-2146.

May 19 — Booksigning: A-Cup winner (and new St. Francis YC member) Bill Koch will be at the Armchair Sailor Bookstore in Sausalito to promote his new book *To The Third Power*; 11:30 a.m. to 1:30 p.m.; Info, 332-7505.

May 20-21 — Women's Dinghy Clinic at Richmond YC. Open to all women sailors. Info, (510) 232-6310.

May 25 — Coastal Cup (aka, San Francisco to Santa Barbara Race) Seminar #1 at Encinal YC. Get ready for the July 2 race now! Speakers and other details TBA. Dan Fleming, (510) 522-4718.

Racing

Apr. 1 — Start of BOC Leg Four, Punta Del Este to Charleston, SC. Only 5,751 miles and about three weeks to go for the remains of the original 20-boat fleet.

Apr. 1 — Doublehanded Lightship Race, benefitting United Cerebral Palsy of Alameda and Contra Costa Counties. Starts at 8 a.m. — no kidding! Island YC; Paul Mazza, (510) 769-8257.

Apr. 1-2 — SBRA season opener: El Toros and Millimeters at Encinal YC, all others at Richmond YC. Peter Saiita, (408) 264-7245.

Apr. 2 — SCORE #1. Santa Cruz YC, (408) 425-0690.

Apr. 7 — Spring Laser practice begins at Richmond YC, 6 p.m. until dusk. Continues every Friday night through July 6. Short course racing open to all Laser sailors. Jonathan Howell, (510) 835-4626.

Apr. 8 — Doublehanded Farallones Race for monohulls and multihulls. BAMA; Don Sandstrom, (510) 339-1352.

Apr. 8 — Commodore's Challenge: two PHRF races (117-140 rating band) for current commodores. Encinal YC, (510) 522-3272.

Apr. 8-9 — Collegiate Regatta at St. Francis YC, 563-6363.

Apr. 8-9 — Resin Regatta, one design racing on the Circle and the Hard-Knox course. Invited classes are Etchells, Olson 30s, 11:Metres, J/24s, Melgi, Newport 30s, Cal 29s and 2-27s, Ranger 23s, Santana 22s and Cal 20s. SFYC; Bob Christensen, 456-1958.

Apr. 10-22 — America's Cup finals: looks like PACT 95 vs. Team DC in the Citizen Cup, and the two Kiwi teams in the LVC. The winners will square off in the Main Event beginning May 6. Info, America's Cup '95, (619) 221-1995.

Apr. 15 — Lightship Race, the first of eight races in the '95 OYRA season. Hosted by StFYC; call YRA to enter, 771-9500.



Ready, aim, fire!

Apr. 15 — Team racing off Southampton Shoal in Cal 20s between Richmond YC and San Francisco YC. Jerry Leth, 435-4874.

Apr. 15-16 — Laser NorCals at Santa Cruz YC, (408) 425-0690.

Apr. 22 — WBRA opener (races #1 and #2). YRA, 771-9500.

Apr. 22 — El Año Cuadragésimo-dos Gran Concurso Barco-Toro, aka the 42nd Bullship Race. El Toro Association, 592-0242.

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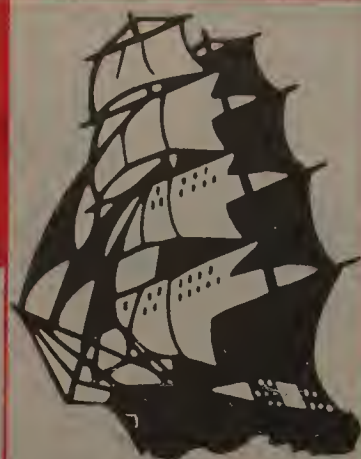
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CALENDAR

Apr. 22 — Spring One Design #1 for SC 27s, Moore 24s and Santana 22s. Santa Cruz YC, (408) 425-0690.

Apr. 22 — Año Nuevo Race, featuring a new course from Santa Cruz to Año Nuevo, with the finish at Monterey. Monterey Peninsula YC, (408) 372-9686.

Apr. 22 — 5th Annual Oyster Point Multihull Regatta. Two free races for all multihullers. Ray Wells, 588-7730.

Apr. 22 — Clear Lake Monster Race, a 26-mile tour. Leave the boat up there for the following weekend. Details, (707) 277-SAIL.

Apr. 22 — South Bay YRA Race #1, hosted by Coyote Point YC. Ray Wells, 588-7730.

Apr. 22-23 — J/Fest for J/44s, J/35s, J/105s, J/30s, J/29s, J/80s and J/24s. St. Francis YC, 563-6363.

Apr. 22-23 — Drakes Bay Race. Corinthian YC; YRA, 771-9500.

Apr. 22-23 — Citibank Spring Cup for 11:Metres at Pier 39. Cash prizes for the top three finishers. John Sweeney, 567-8880.

Apr. 23-30 — Folsom Lake Sail Week: Trans-Folsom Race (4/23), Tuesday evening sailing (4/25), Wednesday evening beer can race (4/26), Thursday evening sundowner cruise (4/27), Camellia Cup (4/29-30). Folsom Lake YC; Mark Dawson, (916) 363-0726.

Apr. 25-30 — Brut Cup of San Francisco, formerly the St. Francis Match Race Invitational. See Race Notes. StFYC, 563-6363.

Apr. 28-30 — 48th Annual Newport-Ensenada Race. Generally nice weather, a foreign port and great parties are the reasons this mellow 125-mile race is the largest international yacht race in the world. Newport Ocean Sailing Association, (714) 435-9552.

Apr. 28-30 — Konocti Triangle Races, Konocti Cup and the Konocti Half Cup. Lots of good racing, plus mini-golf at night! Details, (707) 277-SAIL.

Apr. 29-30 — West Marine Fun Regatta at Stockton Sailing Club (instead of Monterey Peninsula YC this year). Junior sailors (9-19 years old) will be instructed in El Toros, Lasers, Laser IIs and Optimists. Clinics Saturday, races on Sunday — housing and meals included in the bargain \$30 entry fee. A 'must' for all junior sailors! NCYSA, Patrick Andreasen, 563-6363 (w) or 873-7377 (h).

Apr. 30-May 6 — Antigua Sail Week. Details, 809-462-6164.

May 6-7 — Vallejo Race. Over 300 boats will compete in the season opener, which Vallejo YC bills as the largest inland sailboat race held in the United States. YRA, 771-9500.

May 6-7 — Elvstrom Regatta at St. Francis YC, 563-6363.

May 13 — Passport Owners Regatta, held in conjunction with a cruise to Brickyard Cove. Libby Schmidt, 931-6611.

May 13 — Colin Archer Regatta for heavy displacement double-enders. Encinal YC; Dan Fleming, (510) 769-0161.

May 13-14 — Stone Cup — IMS is dead, long live IMS. This year's 'Stoner' will be an all PHRF affair, tentatively for boats rating 100 and under. St. Francis YC, 563-6363.

May 13-14 — Elite Keel Regatta for 11:Metres, Etchells, Stars, Knarrrs, J/24, Melges 24s and Solings. San Francisco YC; Bili 'Mr. Natural' Barton, 454-2423.

May 20 — Tahiti Race starts! Seven boats will leave from San Francisco just prior to the HDA race (11:40 a.m. at Little Harding). Three others will leave from Hawaii on May 27. Look for a full preview next month. Tahiti Cup Ass'n.; Bobbi Tosse, (510) 939-9885.

May 27-28 — 1st Annual Santana 22 Gary Mull Cappuccino Cup, for racers and cruisers at San Francisco YC. Erik Urias Menzel, (510) 525-9024.

Summer Beer Can Races

BAY VIEW BC — Monday Night Madness. Spring series: 4/24, 5/8, 5/22, 6/5, 6/19. John Super, 243-0426.

BENICIA YC — Thursday Night Series: every Thursday from 4/6 through 9/28. Ken Van Story, (707) 746-0788.

BERKELEY YC — Friday Night Series: every Friday from 4/14 through 9/19. Bobbi Tosse, (510) 939-9885.

CORINTHIAN YC — Friday Night Series: every Friday night



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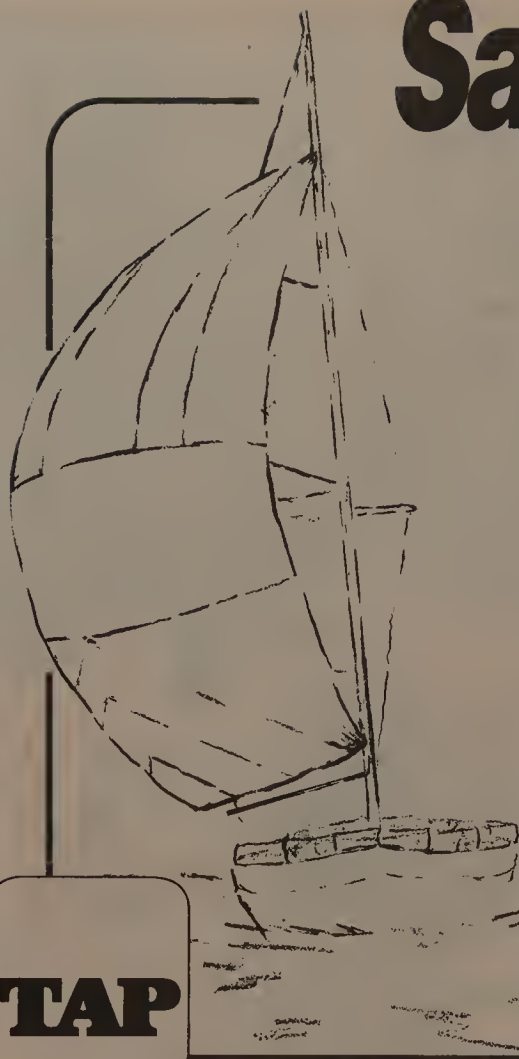
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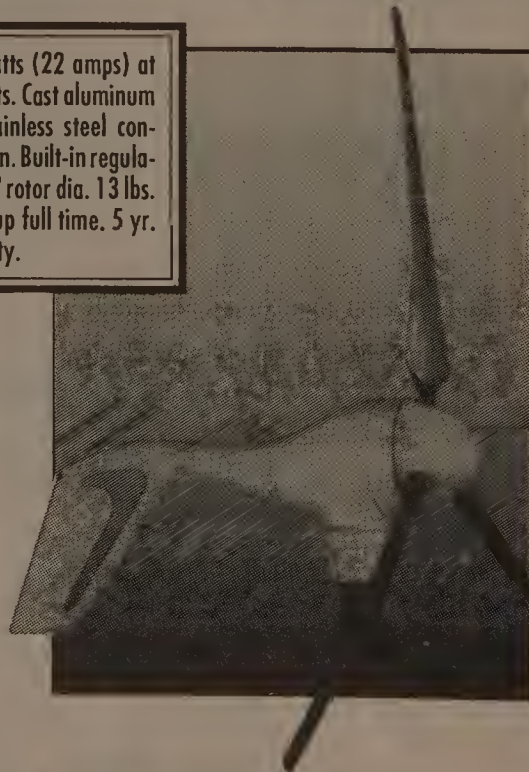
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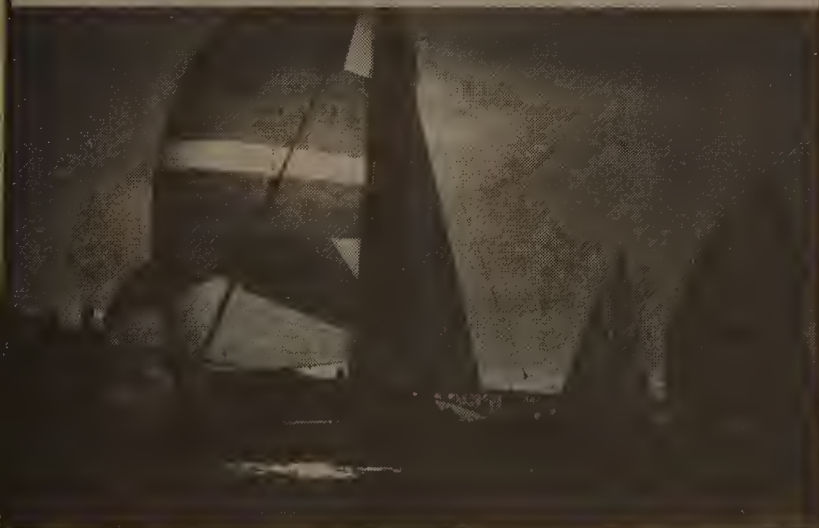
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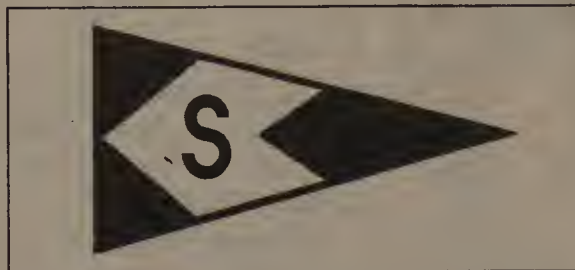


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CALENDAR CHANGES

from 4/14 through 9/15. CYC, 435-4771.

COYOTE POINT YC — Wednesday Night Beer Can Races every Wednesday from 4/19 through 9/13. Kevin Knick, 347-4850.

ENCINAL YC — Friday Night "TLA" Series. First half: 4/21, 5/5/19, 6/9, 6/23. John Boyd, (415) 925-7964.

GOLDEN GATE YC — Friday Night Series: 4/7, 4/21, 5/5, 5/19/6/2, 6/16, 8/4, 8/18. Nancy Wesley, 228-3903.

GOLDEN GATE YC — Wednesday Night Woodies: 5/3, 5/10/5/17, 5/31, 6/7, 6/14, 6/21, 6/28, etc. Ed Welch, 851-3800.

ISLAND YC — Friday Nights on the Estuary. First half: 4/14/4/28, 5/12, 6/2, 6/16. Ben Mewes, (510) 534-7317.

OAKLAND YC — Sweet Sixteen Series: every Wednesday night from 5/10-6/28 and 8/2-9/20. John English, (510) 223-3535.

OYSTER POINT YC — Saturday Night Series: 4/22, 5/27, 6/24/7/22, 8/26, 9/23. Chris Farrar, 968-2925.

RICHMOND YC — Wednesday Night Series: 5/3, 5/17, 6/7/6/21, 7/5, 7/19, 8/2, 8/16, 9/6, 9/20. RYC, (510) 237-2821.

SANTA CRUZ — Wednesday Night Series: every Wednesday night from 4/5 through 10/25. Mike Evans, (408) 476-5671.

SAUSALITO CC — Friday Nights. Early series: 4/28, 5/12, 5/26/6/9; 6/23. Gordon Douglas, 332-0717.

SAUSALITO YC — Sunset Series (Tuesday nights). Spring series: 5/2, 5/16, 5/30, 6/13, 6/27. Mark Daniels, 331-3010.

SIERRA POINT YC — Saturday Beer Can Races: 4/8, 5/13/6/10, 7/8, 8/12, 9/9. John Felch, (408) 741-0880.

SOUTH BEACH YC — Friday Nights: 4/21, 4/28, 5/5, 5/19, 6/9/6/23, etc. Roger Neathery, (408) 739-1100.

ST. FRANCIS YC — Friday Night Series: 4/7, 4/21, 5/5, 5/19/6/9, 6/23, etc. Matt Jones, 563-6363.

TIBURON YC — Friday Night Series: 4/28, 5/5, 5/12, 5/26, 6/9/6/16, 6/23, etc. Lon & Susie Woodrum, 332-5970.

Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar), P.O. Box 1678, Sausalito, CA 94966. Better yet, fax them to us at (415) 383-5816. But please, no phone ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

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date/day	slack	max	slack	max
4/01Sat	0135	0429/4.4E	0817	1111/3.6F
	1424	1653/3.2E	2023	2310/2.9F
4/02Sun	0307	0607/4.3E	0957	1250/3.3F
	1609	1832/2.8E	2157	
4/08Sat	0246	0518/1.4F	0802	1110/3.0E
	1527	1834/2.4F	2145	2357/1.7E
4/09Sun	0350	0623/1.6F	0911	1211/3.1E
	1619	1924/2.7F	2231	
4/14Fri	0057	0352/4.7E	0731	1027/4.1F
	1338	1616/4.0E	1940	2233/3.8F
4/15Sat	0132	0435/5.2E	0813	1111/4.3F
	1428	1701/3.9E	2019	2313/3.7F
4/16Sun	0208	0518/5.4E	0858	1158/4.4F
	1520	1748/3.6E	2100	2356/3.5F
4/22Sat	0223	0502/2.0F	0748	1054/1.7E
	1500	1815/3.3F	2122	
4/23Sun	0905	0003/2.4E	0337	0626/2.2F
	2212	1208/3.4E	1601	1916/3.4F
4/29Sat	0127	0429/4.6E	0821	1120/3.8F
	1430	1654/2.9E	2020	2306/3.0F
4/30Sun	0159	0503/4.6E	0858	1156/3.7F
	1513	1731/2.7E	2054	2339/2.7F

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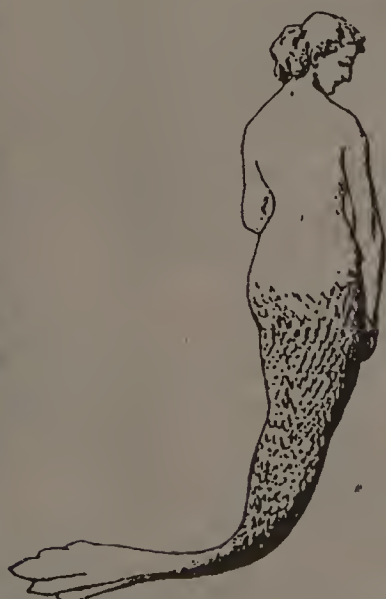
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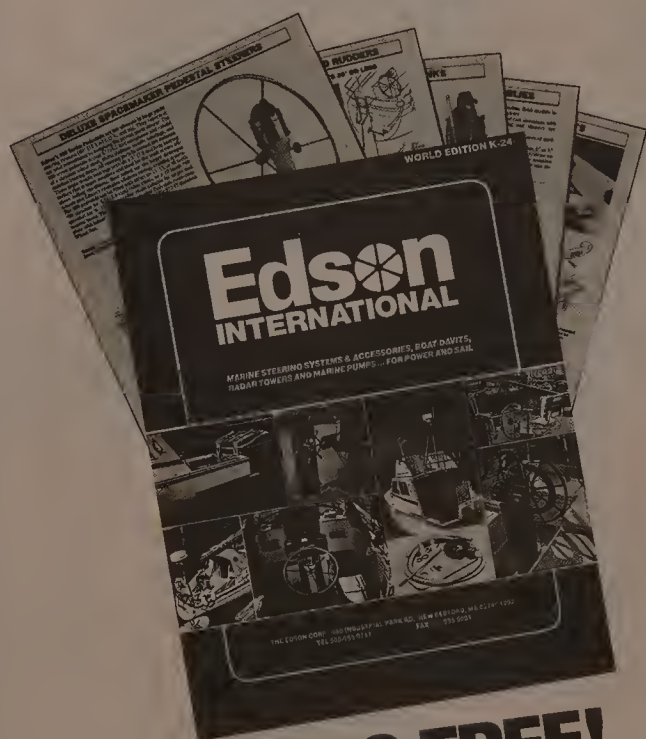
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LETTERS

⇅ NAUTICAL EQUIVALENT OF INDY CARS CRASHING

After bearing up under the taunts of friends who prefer the television exploits of Shaquille, Hakeem, Sir Charles and the Admirals to some overpriced boats careening 'round the marks in a whisper of San Diego wind, I'm prepared to return to the hardwoods when March Madness and the NBA await.

Why? You may recall that on March 6, *oneAustralia* did an unforgettable impression of a plastic banana split dish rounding Cap Horn under less than ideal conditions. As the *Chronicle's* Scott Ostler wittily observed a few days later, "Actually, the seas were not confused. They knew exactly what they were doing. They were kicking some yacht ass."

It blows my mind that a \$3 million, 75-foot yacht couldn't even hold a candle to any number of \$5,000 Northern California boats who routinely toss off 22 knots of wind with aplomb and scarcely a reef.

Ostler facetiously avers that sinkings and dismastings are the nautical equivalent of Indy cars crashing, rolling and burning. If that's the case, let's donate these wasted millions to a good cause, and put the rockstars in Moore 24s, Ranger 33s or Santa Cruz 50s. All stock of course. And given 'em the same sails by the same sailmaker — and then find out who is really the best.

These big-buck yacht syndicates are doing to sailing what Jacob Benny did to playing the violin. Blub, blub, blub!

Dan Gar
Santa Cruz

Dan — Many folks, including some serious sailors, don't understand what the America's Cup is all about. If they did, they might pay even less attention.

To recap a little, it didn't come as that big a surprise to anyone who understands the America's Cup that an America's Cup boat would simply break. A surprising number of people are unclear on the concept, but America's Cup boats are built for speed, not strength. To give you an example, the IACC Worlds races were called off on November 3 because it was felt the wind was so strong it would likely damage the boats. That might well have been true, but the relatively motley Baja Ha-Ha fleet left for Cabo that very day with nary a problem in the 39-boat fleet.

Buddy Melges put it best during the last America's Cup, when he made a remark to the effect, "The ideal America's Cup boat would be just strong enough to cross the finish line of the last race — then the whole thing would fall apart. Anything stronger would have been overbuilt."

We think it's safe to say that the entire current America's Cup fleet would fall apart and sink if anyone were to try to sail them for an entire summer against the full strength of San Francisco Bay conditions. So when it comes to durability in strong winds, you're right, the current America's Cup boats can't hold a candle to Moore 24s, Ranger 33s and Santa Cruz 50s — or any other boat that regularly withstands summer weather in the center of the Bay. But they weren't supposed to.

And yes, the hilarious Ostler is correct, the sinking and dismasting and other problems are precisely the nautical equivalent of Indy cars crashing, rolling and burning. The sinking of *oneAustralia* was probably do more for America's Cup interest this year than everything but 'the girls'.

Years ago we suggested that the America's Cup be competed for in 75-foot one-design boats created by Bruce Farr and Bill Lee, and that the sails be identical. We made the suggestion for the same reason you do: to save what seems to us to be hundreds of millions of foolishly spent dollars.

The reason why we can't have such a sensible thing — which incidentally would make the America's Cup attractive to many more syndicates around the globe — is that it's primarily a design competition, not a sailing skills competition. While the sailors are

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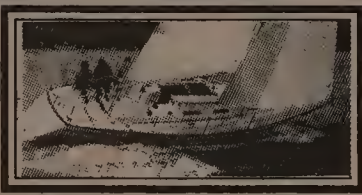


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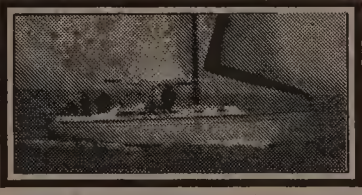
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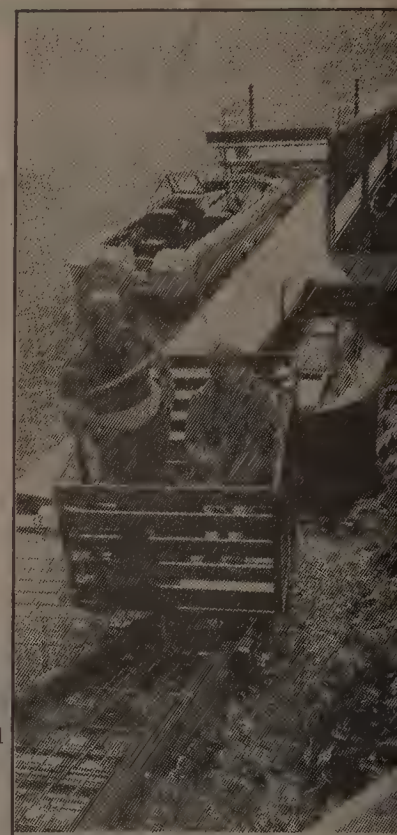
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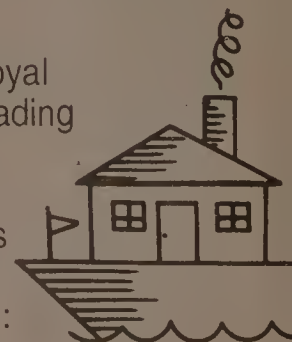
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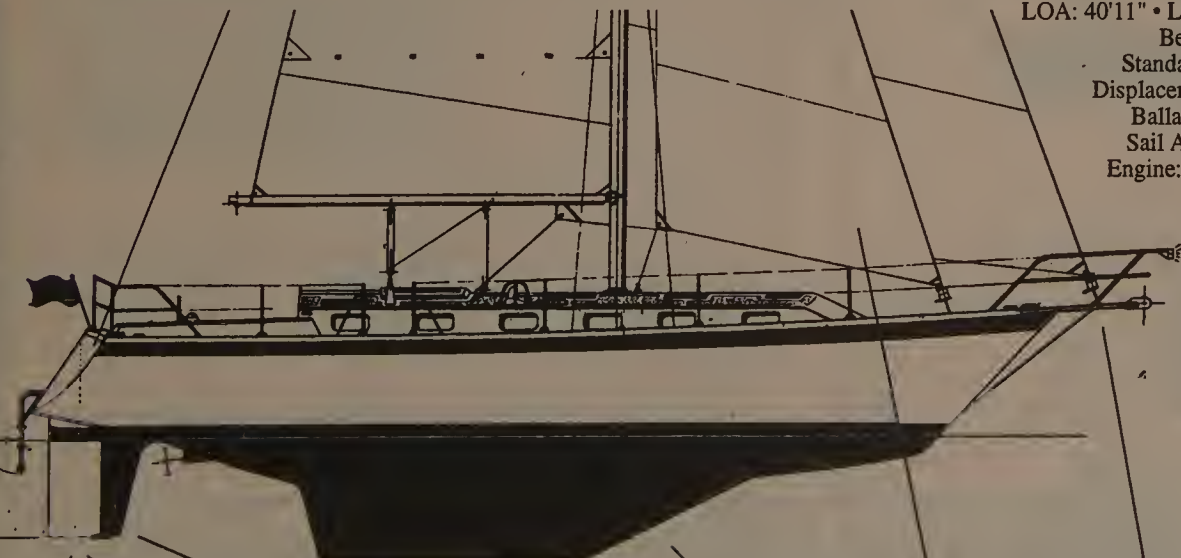
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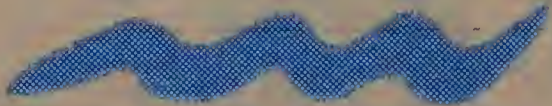


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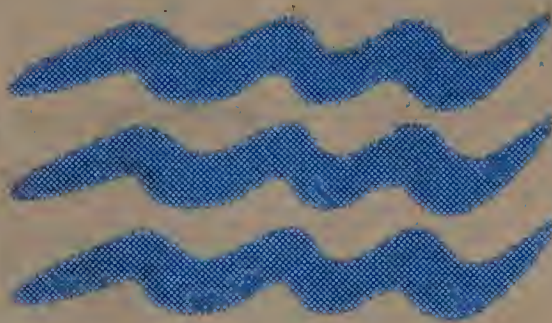


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LETTERS

critical part of the equation, the most critical is the design of the boat. As important as the skippers and crews are, at this level the four best skipper and crew would probably win if they had the very best boat. But give the very best skipper and crew the fourth fastest boat and they'll be watching the Cup finals from a bar stool.

That the America's Cup is not held in one-design boats is one of the things that not only makes it so expensive, but gives it a high probability of being unnecessarily boring. Do you remember the last America's Cup finals between America³ and Il Moro? For all intent and purposes, it was all over after the second leg of the first race — what was hoped to be a seven race series. Why? Because America was clearly the faster boat. No matter how well Cayard and his crew sailed, their inherently slower boat meant they had about as much chance as that high school team from San Diego did against the 49ers in the Super Bowl. While the 49ers win might have been fun, it — like the last America's Cup — was anything but thrilling.

The amazing thing is everybody knows exactly what's needed to make the America's Cup not only tremendously exciting, but also phenomenally — relatively speaking, of course — inexpensive: 1) One-design boats. 2) Identical sails. 3) Wind — such as is found in San Francisco Bay. 4) A natural amphitheater — such as San Francisco Bay. But don't expect to see any such changes soon. The people and organizations who are making big money off the Cup the way it is certainly aren't in any hurry to upset the gravy train.

↑↑A COUPLING FITTED ON A TAPERED SHAFT

The February article about the loss of *Oracle* on Caroline Atoll was most distressing not only because it was an 'if only' situation, but because the problem started with poor design and construction of the coupling between the prop shaft and the transmission. And because that same poor design is probably present on a large percentage of sailboats currently afloat.

What poor design? Let's take a look at the two ends of the prop shaft.

First, look at the end on which the propeller is fastened. The shaft is tapered, there is a keyway, and there is a sufficient length of thread for both standard and locking nuts to hold the propeller in place. Better yet would be a castellated nut with the added safeguard of the lock nut. Ever heard of a prop falling off? Very, very rarely — and then only due to poor maintenance.

Second, look at the transmission end. No taper, no threads... best a keyway and two dimples for two set screws from the coupling. This is adequate for forward thrust, when the shaft end butts up against the transmission and moves no further. But a large engine can cause a substantial reverse thrust, and the two set screws are inadequate. Can you imagine the prop being held in this fashion? Well, the exact same forces are operating between the shaft and the transmission coupling.

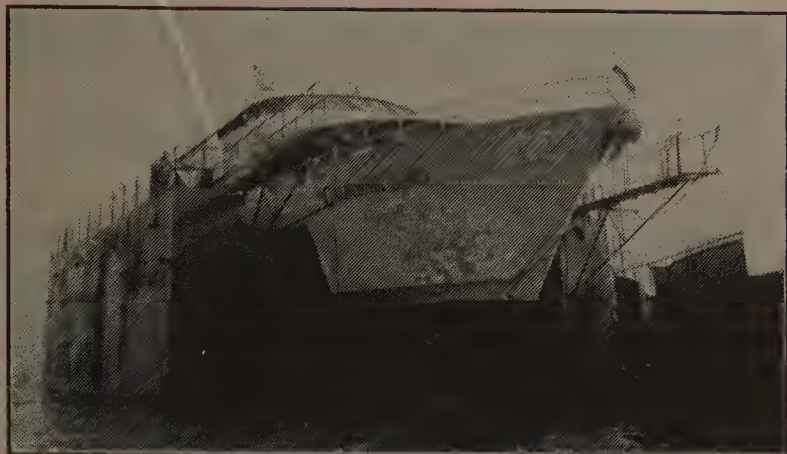
The situation becomes even worse after installation of a feathering three-bladed prop with symmetric blades. Now the thrust in reverse is the same as in forward, and backing the shaft out of the coupling is virtually guaranteed after a number of times backing into marlin slips, off mud banks, off sand bars, pulling your buddy out of trouble and so forth.

There's a very simple solution: Use tapers, threads, and keyways on both ends of the shaft — with a larger diameter coupling that is not only machined to take the taper and keyway, but also counterbored at the transmission end to allow use of a castellated nut. A separate transverse hole through the coupling allows insertion and removal of the cotter pin in the nut. With minimal maintenance, the chances of failure are now reduced to essentially zero. Such couplings are on the shelf.

No boat should venture from the dock without a coupling fitted on a tapered shaft. Even with the prop in an aperture to prevent the shaft from falling out, the loss of power at the wrong time can be catastrophic — as *Oracle* discovered. Many boats have also been l

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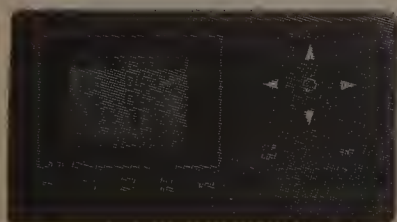
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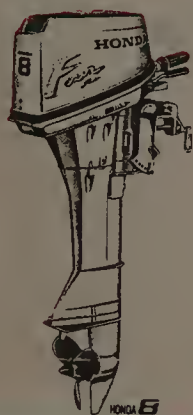
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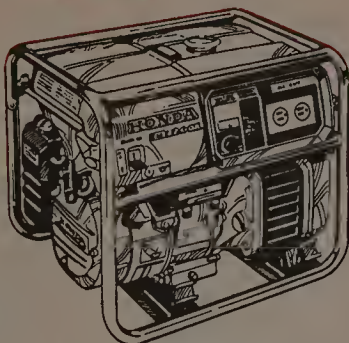


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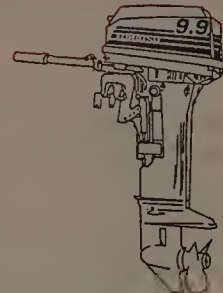
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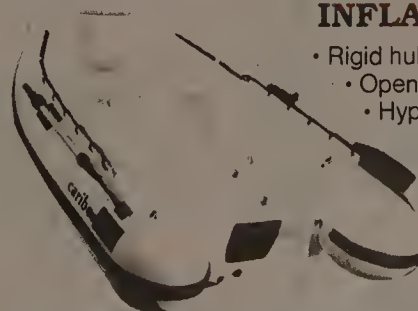


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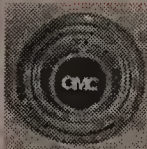
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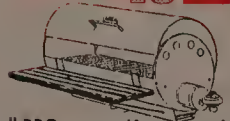
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LETTERS

when the shaft fell out at sea and no one even considered it as a possibility when looking for the leak.

Should a competent surveyor note and comment on an inadequate coupling? None of my surveyors ever did, and I destroyed two shafts as part of my learning process. Perhaps *Oracle* should not feel quite so bad knowing that the problem was designed into their boat.

Allen Gates
St. Petersburg, Florida

☛ A COFFEE CAN FILLED WITH CEMENT

In November of '93 my wife Brenda and I were taking a vacation in Alameda and just "gathering information" on trailerable sailboats. When I was about to turn down a counter offer from Gene Arena, Brenda said, "Let's get it!" Every sailor should have a First Mate like her, because she doesn't get seasick and loves it when spray comes over the bow.

But what I'm really writing about is the Fortress FX-7 anchor that — along with 10 feet of 5/16-inch chain and 450 feet of rode — came with the boat. For our second anchor, I bought an Attwood 13-pound slip ring anchor for \$19 at 'Wally World'. The Attwood is a galvanized steel Danforth-style anchor.

For our first two-night adventure, my wife and I trailered from our hometown of Susanville, Lassen County, to Lake Oroville in March of '94. We sailed a little and motored a lot from Lime Saddle Marina to an anchorage about a mile from the dam. I set the Fortress off the bow and the Attwood off the stern. That evening a thunderstorm came in with wind, rain and lightning. It was a wild time for our first night at anchor!

When we awoke the next morning, I found that the Fortress had drug and the Attwood had held — and thus we'd swapped ends.

Later that summer we had our boat moored on Eagle Lake in Lassen County. The bottom of the lake is seven parts grass, two parts rock, and maybe one part sand. The typical summer winds were 0-5 knots until about 1300, then 25-35 knots from the southwest until evening. That meant we could sail three hours in one direction, anchor for lunch, then have enough wind come up so we could sail back to the slip in just 30 minutes.

I started the summer using the Fortress anchor, and it held a couple of times in sand. After having it drag and get fouled with grass a few times, I began using the Attwood. I can't remember dragging with the Attwood during the whole season — and this included winds to 35 knots and grassy bottoms.

Early last fall I bought an 18-pound Danforth knock-off from West Marine to use as a storm anchor, but I haven't had a chance to use it yet. I'm confident it will work fine. As for the Fortress, my experience is that it's too light to set well in anything but sand. I don't even trust it as a lunch hook, and have considered keeping it to use off the stern to limit swinging while at anchor. But to tell you the truth, I think a coffee can filled with cement would work better.

Jim Chase
Susanville

☛ LEGIT OR GIMMICK

We recently received a letter from Federal Licensing Inc. of Gettysburg, Pennsylvania. Their letter spoke of possible fines of up to \$8,000/day for various rule violations with regard to the use of marine radios. They then offered to send us an updated version of *FCC Rules and Regulations* for \$20.

Can you tell us if this is legitimate or just a marketing gimmick? Does one really have to have an updated version of the *FCC Rules and Regulations*?

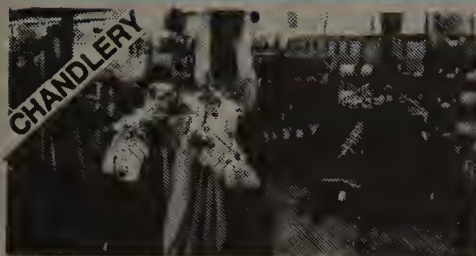
Hans J. Roeben
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Hans — Apparently a good number of mariners have received



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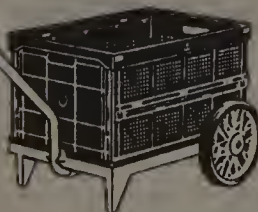
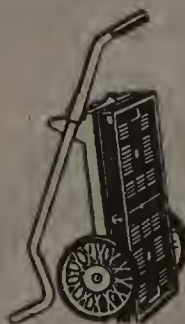
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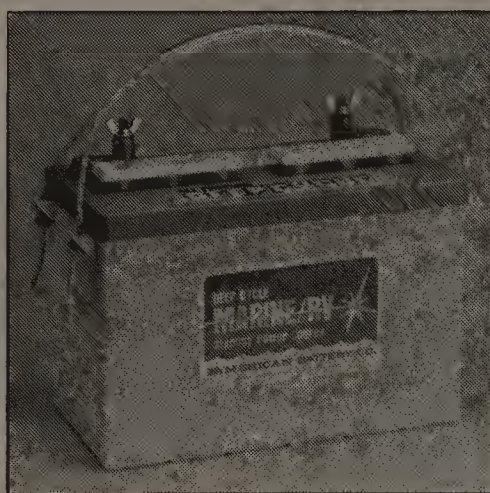
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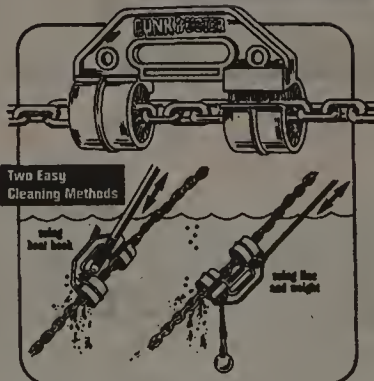


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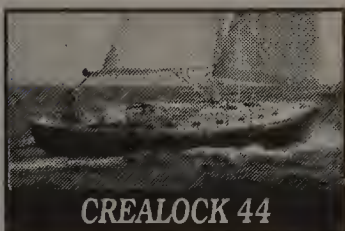


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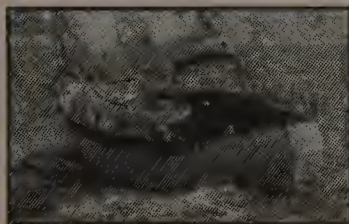


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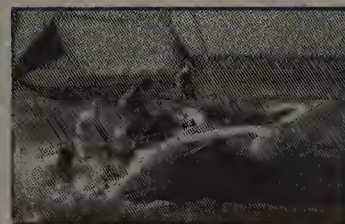
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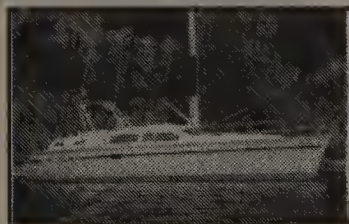
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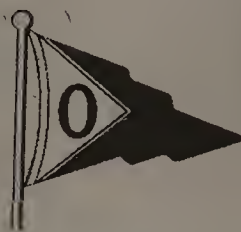
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
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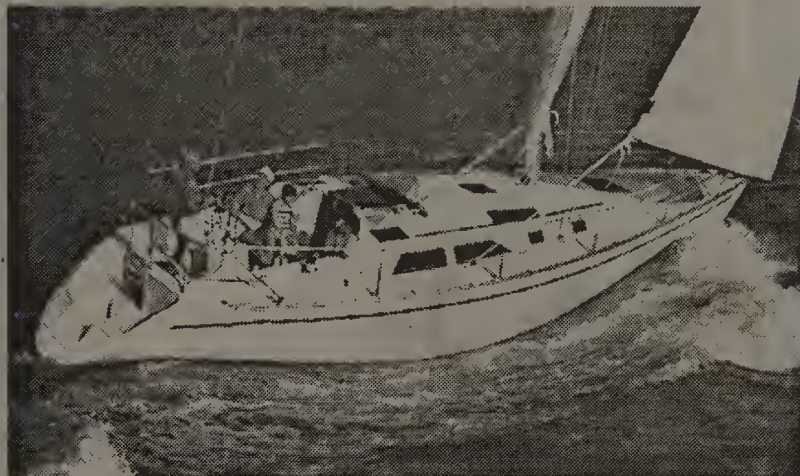
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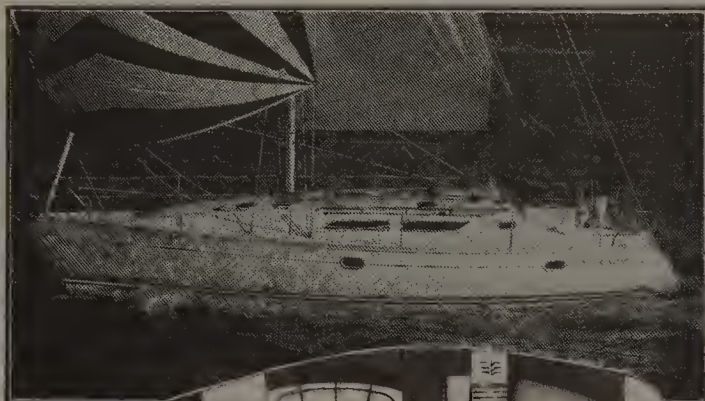
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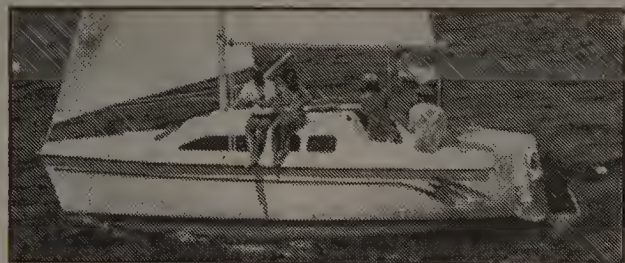
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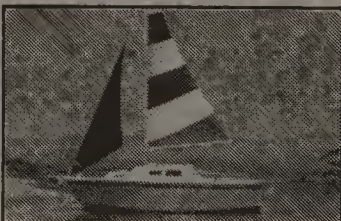
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LETTERS

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John Slivka of Maritime Electronics in Sausalito was so fried by what he felt was Federal Licensing's deception that he complained to the Federal Communications Commission. The FCC told Slivka that they'd received a number of complaints about their next-door neighbor, but couldn't take any action because Federal Licensing wasn't doing anything illegal. Slimy perhaps, but not illegal.

⚓ A PROPER ANCHOR

Two years ago, as fleet captain of the Bay View Boat Club, I led the cruise to Drake's Bay. We were on hooks about a half-mile off the beach at 1600 with the wind 20-25 knots from NNW. About this time a 40-foot sloop entered the bay hard on the wind, strapped in, and showing bottom. After a 'look at me' circuit of our fleet, he doused sails and motored up nearby, preparing to anchor in the sandy bottom in some 25 feet of water.

Anchor down and apparently holding, the figure forward moved aft. Before he got to the cockpit, the anchor dragged, sending the boat rapidly south. Another try resulted in another dragged anchor. Through binoculars, I definitely identified a Fortress anchor being handled by the man on the foredeck. My mates and I guessed that the skipper was using about 100 feet of line. If accurate, that meant a 4:1 scope.

Eventually an apparent friend of the sloop entered the bay and anchored, and the fellow with the Fortress rafted up. That settles matters.

We of BVBC voted that:

- 1) The featherweight Fortress is either a lousy anchor, probably as good as a lunchhook in zip wind. Or,
- 2) The guy was using far too little scope.

In any event, it was a long way from the Fortress being the "best anchor in the world" — as their ads claim. Incidentally, four of our BVBC boats were comfortably rafted with a Tahiti ketch that was using a 20-pound plus Bruce anchor. Personally, I believe the proper anchor ought to have as much heft as the user can physically manage.

Jack Schrieber
San Francisco

Jack — The other guy used four-to-one scope in 25 knots of wind. Your group has four boats hanging at the end of a 20-pound Bruce in the same amount of wind?

Sorry Jack, but we personally feel the whole lot of you were nuts. You won't catch us knowingly anchoring behind you.

⚓ WE MET THIS LADY AT A PIG FARM

We just wanted to let you know Philomena of Los Pelicanos in Melaque is still up to her old stunts.

Chuck and Connie had just gotten off the small jet from Guadalajara, and were milling around in the anteroom of the Manzanillo airport making sure all their luggage was accounted for. They had come from Laguna Niguel, California, to visit their cruising friends, Jim and Britt of *Salacia*. When they didn't recognize any familiar faces at this foreign airport, they became somewhat concerned.

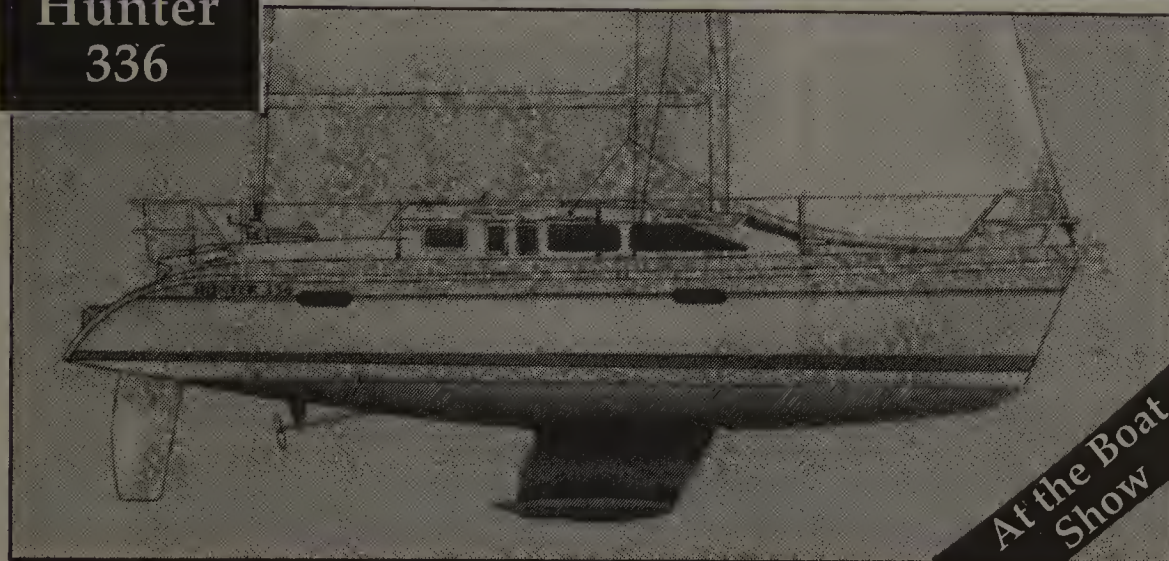
Connie was the first to see the cardboard sign that read: "Carlos & Consuelo Collins". The strange woman holding it wore a nondescript mustard-colored gauze dress, apron, and ragged shawl. On her stockingless feet were a dirty pair of men's work boots. Her shoulder-length curly brown hair was matted and obviously hadn't seen a comb for weeks. As Connie approached, the woman rattled on in Spanish, and Connie secretly wished she'd spent a little more time studying the language before the trip.

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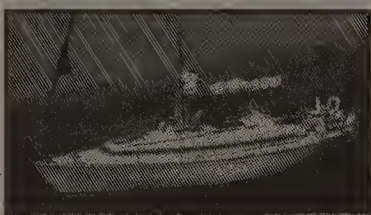
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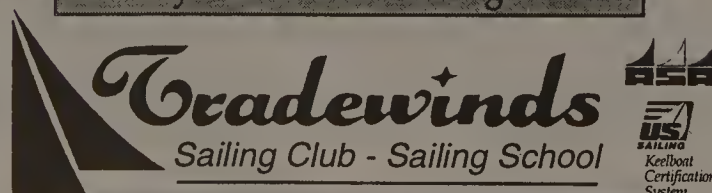
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Fortunately, there was what appeared to be a hastily scribbled note on the reverse in English. It said:

"Salacia is at a remote anchorage, where we can't leave her alone. We met this lady at a pig farm, and she agreed to pick you up. Sorry about the transportation."

It was signed "Britt and Jim".

Connie reported all this to Chuck, who by this time had accounted for all the luggage and located a skycap. Although they weren't sure, it seemed to the couple that they were supposed to follow the woman to meet their friends. So they followed her out to the parking lot. As their luggage was piled into the back of a farm truck amidst a collection of tables and chairs, they wondered exactly what they'd gotten themselves into. Connie stepped back to capture the moment in a snapshot. Welcome to Mexico!

Though the stranger spoke no English, she used hand signals to convey the idea that they should return to the terminal to get something to eat. 'How thoughtful,' Connie mused to herself, 'it's probably a long ride.'

But as they walked into the terminal restaurant, Chuck and Connie were greeted by their hosts, who had been patiently waiting while the ruse was in progress. Then Philomena removed her ratty wig and joined the group in a loud roar of laughter. We were invited along to capture the event on videotape, and must say, between the reactions of the visitors and the truck ride to and from the airport, it proved to be a most entertaining afternoon.

Having been in Melaque for three weeks now, we figure we'll actually get out of here and head further south toward the Canal soon. It's been nearly 17 months since we escaped underneath the Golden Gate Bridge. The year we spent in the Sea of Cortez was terrific, and we're glad we were able to get as far north as Puerto Refugio.

We want to thank all those folks who contributed to making our adventure possible, including the staffs at Olympic Circle Sailing Club in Berkeley, Pacific Yachting in Santa Cruz, Albert and Lydia (our folks) and West Marine for their wonderful customer service. Of course, reading your *Latitude* for the past seven years gave us plenty of encouragement. We haven't missed an issue yet!

Dave and Ingrid Angelini
Astraea
San Jose

Dave & Ingrid — Ever notice how much easier it is to conceive of and enjoy practical jokes when you're out cruising?

↑↑A FINE BUNCH OF CARING FELLOWS

I was amazed and disappointed by the treatment accorded the yacht *Eagles Quest*. She was seized, towed, broken into and searched by the San Diego Harbor Police in derogation of the rights of her owners, Deborah and Mark Menagh.

The San Diego Harbor Police need training along the lines of "protect and serve". They need to make it their business to cultivate the users of the harbors and to have a personal relationship with the various dockmasters and commodores of the various yacht clubs so they're aware of what's going on.

I do business in San Diego, and when I do I stay in La Jolla. I've been very impressed with the dedication of the lifeguards to public service. It seems to me that the Harbor Police could benefit from rotating assignments with the lifeguards, or filling Harbor Police vacancies with lifeguards. The latter seem to be a fine bunch of caring fellows who know a lot about the waters and boaters.

Edmund A. Duggan
San Rafael

Edmund — The San Diego Port District needs armed police to deal with mariners about as much as the U.S. needs nuclear weapons to protect the border with Canada. Total overkill.

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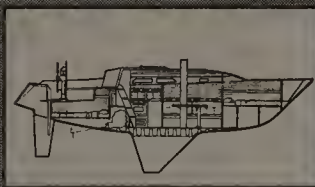
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But your idea about changing the very nature of the San Diego Harbor Police reminds us of what happened up at Marina del Rey. It used to be that the rough, tough Harbor Patrol used to handle the transients in a, well . . . rough, tough manner. Not very cheery.

Then in the early '80s, the responsibility for the transient docks was turned over to the Department of Beaches and Harbors. We'll never forget the next time we checked in for a transient slip: the whole office — which wasn't very big — was being run by a single college student working part-time. He was wearing a t-shirt and jeans, not a pistol and handcuffs. He was friendly, perfectly competent — and probably saved taxpayers \$100/hour.

Currently, the transient berths in Marina del Rey are being run by the park director. As a spokeswoman put it, "It's just one of his many jobs."

As we said several months ago, we think the San Diego Harbor Police is so overstaffed they don't have enough to do to keep out of trouble. With the money they could save by replacing a gun-toting Harbor Policeman with a student part-time worker, they could even build some badly needed showers at the Police Docks. The result would be mariners who felt — and smelled — a lot better.

THE REAL REASON

I totally agree with your assessment of the *Eagle's Quest* incident as reported in the December Sightings. If you don't have a slip when entering San Diego Bay, you have to keep moving because it's illegal to park.

Regarding the San Diego Harbor Police's searching of the woman's panty drawer, let's not lose sight of the real reason for the 'inventory'. It's really a drug search.

As we all know, under 'zero tolerance', if the police can find any drugs on a boat, then the boat — lock, stock and barrel — belongs to the police. This gives police a very strong motive to use any excuse they can to search any boat, any time. Warrant and probable cause be damned.

Bruce Foltz
Oceanside

Bruce — The 'zero intelligence' policy was hooted out of existence a long time ago. It's our understanding, however, that police are able to seize and eventually sell assets that were used in or directly obtained from the sale or smuggling of drugs. Which would, of course, still give them plenty of reason to look in every nook and corner of a boat they could.

I AM NOT A MAIL-ORDER BRIDE

Over the last number of years, I have placed ads in sailing magazines as 'experienced crew' or as a 'skipper looking for crew'. I have made the ads as business-like as possible.

I'm happy to report that I have received many responses. However, 95% of the responses have been men looking for a relationship — and then perhaps some help with sailing.

I am not a mail-order bride. I'm looking for the same position that a guy would be interested in. I resent the fact that just because I have a female name it's assumed that I'm looking for a boyfriend rather than a crew position.

When I tell these skippers that I am not interested in a relationship, they call me a "male basher", a "liar" or "one of those". It's no wonder that there are a great number of male skippers out there unable to take the trip of their dreams because they're not sure what they want: a cruise or a woman.

It seems to be too tall an order to expect that your female crew would be able to sail, cook, clean and then have great sex and sublime conversation with the skipper who has been barking orders all day.

Grow up guys! I'd like to suggest that these men find a soul mate elsewhere. They should be pleased to foster a simple friendship with

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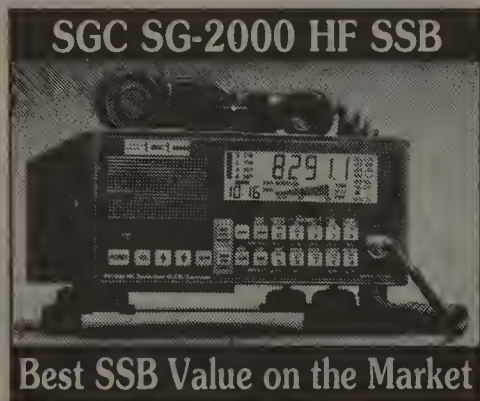
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LETTERS

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Oh yes, dear *Latitude*. You help to foster this problem. Check over your Crew List forms. Don't you think you should drop the "Looks good in a bikini" routine? It's a bit tired.

Naomi
Los Angeles

Naomi — It's certainly not a crime to want to go sailing — and be in a relationship at the same time. But we agree that it's a crime — three years to life — for guys to deny they're looking for a relationship when they really are. So cut it out you guys!

According to Cupid, the best move for guys who aren't both drop dead handsome and stinking rich — which eliminates all of us — is to proceed real slow with the ladies because it's actually faster. By the way, it's technically not against the law to deny wanting to be in a relationship even if you do — as long as the woman can't tell. So proceed with guile.

As for you, Naomi, Freud suggests you stop torturing yourself with wondering why men can't be more like women. They can't anymore than the south wind can come from the north. And fretting about it will only make you as crazy as the person who writes the responses to these letters.

⇕ ALL THINGS BEING EQUAL

Just wondering, but all things — such as displacement, sail area, wetted surface — being equal, which would point higher in a cruising configuration: a catamaran or a trimaran? If I'm not mistaken, you've chartered both types in the Caribbean.

I'd also like to know why you never see a large cat with a ketch rig, while ketch-rigged tris are quite common.

Paul
Morro Bay

Paul — "Pointing ability is a monohull concept that doesn't mean diddle," advises Peter Hogg, who has set records to Hawaii and Japan with his trimaran *Aotea*. The only thing you're concerned with in a multihull is VMG — velocity made good."

Jim Antrim, who designed *Aotea* as well as the new Antrim 30+ Erin, concurs that pointing ability isn't the issue with multihulls.

If you're asking which performs better all around, that's another question that's difficult to answer. It used to be that virtually the only cruising multihulls were trimarans, because trimarans were easy to build and did a good job of utilizing the most basic materials. Nowadays, however, about the only genuine cruising multihulls being built are catamarans. Antrim explains: "There's so much more boat to build with a trimaran, and until a trimaran gets really big, you can only have accommodations in the main hull."

The reason you don't see ketch-rigged cats is based in history, too. Early multihulls — meaning trimarans — were sometimes ketch rigged because the boats themselves were generally designed primarily for easy handling. Today's multihulls — meaning catamarans — are generally of higher tech designs, built of higher tech materials, and take advantage of dramatic improvements in sail handling. Just as you wouldn't put an old Volkswagen engine in a new Ferrari, you wouldn't put an antiquated ketch rig on a modern catamaran. Besides, two masts are more complicated and expensive than one.

Antrim has yet another reason. "A ketch rig doesn't make sense on modern multihulls because the mizzen would be in bad air almost all the time."

⇕ REFUSE TO TAKE RESPONSIBILITY

A good number of us sailors and non-sailors have been discussing who was responsible in the recent Sacramento River incident in which *Nam Sang* sank after catching her mast in some power lines. The accident occurred on February 4 — the same day as the aircraft

The family team running *Titan*, the latest Nelson Marek ILC 46, and flying UK's next generation Accucut II sails, almost took the Key West Race Week from the assembled pros. A month later *Titan* won the SORC from the same fleet of pros.

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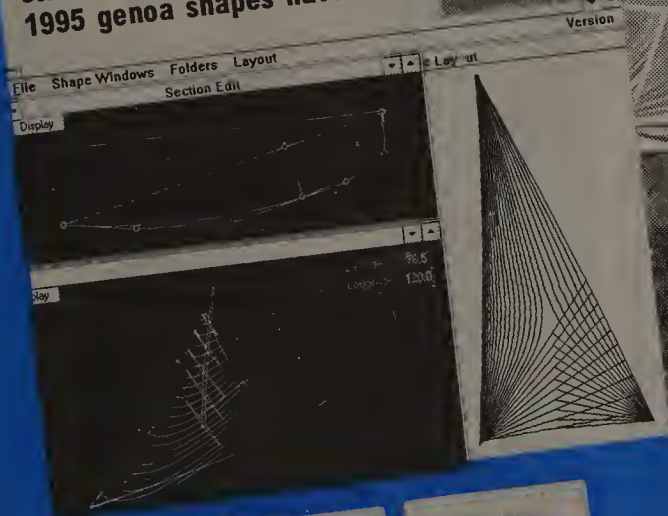
rounder, more efficient entry for faster acceleration. The leeches follow the rig allowing for higher pointing, while the flatter back ends give the sails a greater wind range since they are easier to depower.

Every sail on *Titan* was designed with our new 1995 shapes, and we know these first two events are just the beginning of her successes.

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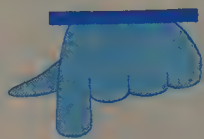
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LETTERS

carrier *Abraham Lincoln* almost collided with some America's Cup aspirants in the San Diego fog.

The owners of the sailboat *Nam Sang* apparently refuse to take responsibility for their negligence. During television interviews following the incident, they indicated that they have engaged the services of an attorney, apparently in anticipation of litigation. They claim the blame lies with the bridge tender who allowed them passage.

Those of us who have been discussing it feel that the blame lies clearly on the shoulders of the captain. While he allegedly had traversed the waters many times before with the boat, he should have been cognizant of the fact that the river had risen because of heavy rains and flooding. We feel he should have consulted his charts for clearances.

We further believe that he should be held liable for the expenses involved in repairing the damage to the bridge. Mind you, the bridge was closed for 11 days following the accident. We also believe that he should accept the fact that he alone must pay for his own damage to the boat — which since she lies at the bottom of the river, the mast and spreaders still exposed 10 feet out of the water, might not be salvageable.

In the case of the aircraft carrier suddenly coming upon sailboats in the fog off San Diego harbor, all skippers involved exercised due caution and disaster was averted.

We found the comparison between the two incidents involving sailing vessels — and occurring on the same day — interesting. And we wanted to see if your readers felt the same way as we: that the captain of the *Nam Sang* acted irresponsibly, and that he's now trying to blame someone else for the incident.

Ricardo Munzo and Cathy Cademarti
Aeolus
Fair Oaks

Ricardo & Cathy — We don't know the complete details of the incident, but unless the bridge tender specifically told skipper Johnson that Nam Sang could clear the power lines, or unless the power lines were specifically required to provide a certain clearance no matter what, we'd say that the skipper was completely responsible. Of course, it's important to consider the context of the incident, which is that to be an American today is all about denying responsibility for anything and everything you do or happens to you. We wouldn't be the least bit surprised if some lawyer can't convince a jury that the power lines were an 'attractive nuisance'.

As for the question of whether or not the skipper — if he in fact was responsible — should have to pay for the damage, we'd be wary of such a precedent. Are you going to charge people for the fire department putting out a fire at their house? For their flat tire closing down traffic for two hours on the Bay Bridge? We think it would take you places you philosophically wouldn't want to end up.

We also have to disagree with your linking the aircraft carrier incident with the Nam Sang incident. Other than boats and days, we don't think they had anything in common.

⇓ THE 40 IS FINE

While visiting my family a couple of weeks ago in Santa Barbara, I picked up a copy of *Latitude* and read with interest the letter from Roy Keisling about the difficult manuals for the Garmin 50 and 75 GPS units. What an all-together different experience I have had with another product from the Garmin company — the Garmin 40 GPS.

I bought a Garmin 40 GPS at the Seattle Boat Show in January, and am extremely pleased with it. Even though I was a complete and total novice at GPS use, with the help of the manual I was up and running with the unit within minutes of turning it on. The manual is user friendly and very thorough — as is the Garmin itself.

I wish I could say the same for many of the electronic products I use professionally — I am a video producer. Incomprehensible and

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LETTERS

totally useless manuals seem to be the norm. At any rate, I cannot say enough about how pleased I am with Garmin's fine product — and manual.

Douglas Sterrett
Boise, Idaho

Douglas — We presume you're referring to the Garmin 45 — which indeed is a trick little unit with a decent manual. It's a far cry from the Garmin 50, which admittedly did a fine job of providing accurate positions. Unfortunately, its manual is incomprehensible to us — and many others — and it sucked batteries dry at a rapid clip.

We have two handheld GPSs aboard Big O: a Garmin 45 and a Garmin 50. The 50 hasn't seen the light of day since we acquired the 45. If nothing else, the comparison of the two serves to remind us just how dramatically marine electronics have improved in recent years.

⇓ I HAD TROUBLE

I struggled with an aluminum anchor of the Fortress type for two years before I replaced it with a standard 13-lb Danforth of the same approximate physical dimensions.

We do most of our anchoring in the Delta, and I had trouble getting the Fortress to set reliably — even with 12 feet of 1/4" chain on it. It seems the aluminum anchor just didn't have enough weight to dig in — particularly in weedy places.

My new steel Danforth, on the other hand, is super — it has never failed yet to set. The steel anchor was also cheap. I can't believe I spent so much time screwing around with the aluminum one.

John Rosenbaum
American Beauty, American 25 (don't laugh)
Richmond

⇓ TRY MISSION BAY

If Stephen Robinson, who complained about the San Diego Harbor Police in the January issue, had only traveled to Mission Bay, he might have saved enough time and money trying to visit the San Diego Zoo as he and his family wanted. At Mission Bay you can either anchor in Mariner's Cove or pick up a slip for the weekend.

It's been over three years since we set sail from San Diego and time and things like the America's Cup can change the situation. But Debbie at Knight & Carver Marina always did her best to find a place for transients.

Of course, unless you admit to a 'short stick' or drive a powerboat — it's okay if you do, some of my best friends drive p'boats — only the first two coves are open to you. One of them only allows for a 72-hour stay, but the San Diego Police, Marine Division, are usually pretty flexible about the time limit if it's not crowded. We moved our boat there from San Diego Bay and never regretted it. No San Diego Harbor Police, no BCDC. How nice!

Although Mission Bay doesn't have all the facilities of San Diego Bay, it does have the San Diego Police — as opposed to the San Diego Harbor Police. The latter is a private police force of the San Diego Port Authority. As such, there is no elected official to vote out of office if people are displeased with the behavior of the San Diego Harbor Police. So it doesn't matter how many panties your readers send in, there's no real pressure that can be put on the San Diego Port Authority.

The way I see it, the San Diego Port Authority is sort of like the BCDC on steroids. If you question their power in San Diego, you only need to be aware of an incident that happened about 10 years ago. A man was caught with his hand in the San Diego Port Authority till; he'd apparently removed over \$100,000 in funds by paying phony invoices for services and goods not received. If my fading memory serves me correctly, the San Diego Port Authority did not have a complete outside audit done of all this man's work — reportedly because it would have been too expensive. So that meant nobody ever really knew how much money he took.

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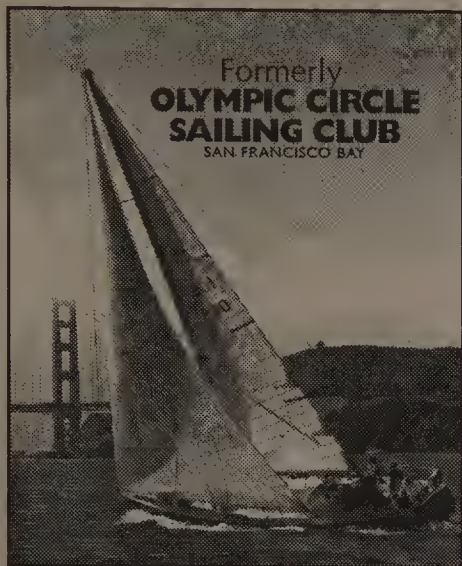
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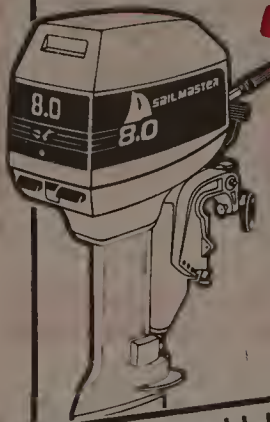


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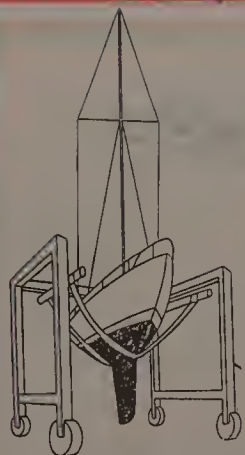
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* Practical Sailor Special report on foul weather gear 1st Feb 1995.

LETTERS

When the case came to trial, the man pleaded guilty, but for some reason sentencing was postponed. I thought it was curious, so I kept watching the papers for news of the sentencing. I finally read the pertinent item, which was buried in the back of the *San Diego Union*. At the sentencing, the charges against the guy had been reduced to a misdemeanor! Not bad, huh? It just makes me wonder who he could have brought down with him had he been convicted of a felony and the story had been on page one!

I could tell you stories of other shady doings of the San Diego Port Authority — but right now the sun is shining on the lagoon, it's my birthday, and I'm having only good thoughts for the rest of the day. But where is Tinker Bell when I have a happy thought? (Oh, I'm going to catch hell when my wife reads this!)

Clyde Lane, wife Dianne, Alex (15) and Annie (11)
Sorcery
Majuro, Marshall Islands

↑↓ HARDEST AND MOST UNEXPECTED

A stack of *Latitudes* caught up with us here in Chuuk — formerly Truk — and I am compelled to respond to two items in the February issue.

Tim Wilhelm's *Philosophizing on Five Years* really hit the nail on the head of cruising. We have only been out since December 1993, but I have to agree with everything he said. Tim mentioned the "instant rapport and friendships" and "all the good people you leave behind". I think the *best* aspect of cruising as well as the *hardest* — and for us the most *unexpected* — has been the immediate best friendships formed, which inevitably leads to the sweet sorrow of parting. We thought leaving our friends and family at home was hard, but leaving cruising friends is even harder as there is little likelihood of meeting up again — although we have made some rendezvous plans.

Tim is also right on about the places not visited. Our biggest regret so far is that there are too many places to visit and our time is too limited. But we certainly have a good start on an itinerary for next time. And like Tim and Tanya, the thing we brought too much of is clothing — except for our 9-year-old, Jeff, who is growing like a wart. The truth is we don't wear much; it's too darn hot. What we do wear the most are cheap, thin, white cotton t-shirts — the coolest clothing in the tropical heat.

We also had a vivid reminder of the perfidious influence of Tim's "scourge of the earth" videos here in Chuuk. When we were riding in the back of a taxi/pick-up, several teenage boys responded to our 16-year-old daughter Celeste, who was wearing a red bandanna, by calling out "Hey, blood!"

Later, we spent an interesting evening anchored off the island of Eten — site of the main Japanese airfield in World War II — with a young 18-year-old Chuukese on board. He talked about gangs such as he'd seen on videos. Because all the 'boys of the hood' called each other *puta* a lot, he wanted to know what it meant. It's horrifying to think of the image they get of so-called western civilization when the videos they receive are out of our cultural context. That goes for the MTV videos broadcast over the local cable system.

On another subject, the article about *Oracle's* dramatic loss on Caroline Island reminds all of us out here that it can happen to anyone. But it was welcome to read *Latitude's* coverage, as we had heard bits and pieces of the story third hand through reports over the SSB nets — although we don't have a radio ourselves. But we never really knew for sure what had happened. You folks at *Latitude* do a real service for cruisers with your wide geographical range of coverage.

P.S. I was interested to learn of *Oracle's* feelings about homeschooling: "It had been proving much harder, more time consuming and disruptive than they had anticipated." I'm a certified teacher, but with kids ages nine and 16, I'm here to tell everyone that it's not easy and it takes a great deal of time. As the miles go by, we

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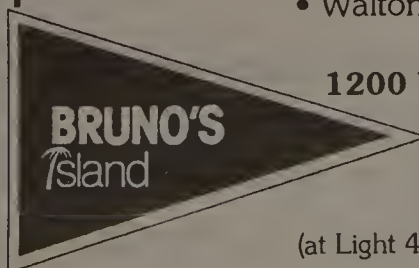
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LETTERS

do less and less formal lessons, but have more and more 'teachable moments'.

Cindy Bell
Fair Rover I
Isleton

Cindy — Some of the most depressing moments in our lives have been out in the middle of nowhere and coming across relatively innocent Third World kids glued to the television, watching ultra violent and ultra slutty American videos. What a pathetic legacy.

NOT ALL HUMANS ARE FRIENDLY

Dolphins are such marvelous creatures. We, like many other sailors, have had some wonderful encounters with these friendly and communicative marine mammals. But we must warn you, there's at least one boat with 'dolphin' in her name whose owners have just the opposite qualities.

Early this year, our boat — *Lun II*, a 65-ft (on deck) Norwegian wooden cutter built in 1914 and registered in Kiel, Germany — was rammed by a fiberglass boat between 40 and 50 feet in length with 'dolphin' as part of her name. The weather was fine that day, but the other boat's anchor didn't hold. Nobody was aboard either boat at the time of incident.

I'm a marine biologist and teach at a Mexican graduate research center in Ensenada. When my wife and I returned to our boat that evening, we saw the damage. The bowsprit had been severely mangled by the other vessel's stay, our anchor that hangs from the cathead and the fluke that hooks over the rail had been jerked from its position and hit the side of the boat. On the starboard side some planks — we'd hauled the boat the month before and had the topsides varnished — were banged and scratched, as was our stem.

We've owned our boat for over 15 years, and have spent a good number of years restoring her and keeping her in top shape. We've sailed her in the Baltic, across the Atlantic, and up to Ensenada. We feel we owe it to this grand old lady — who has fished off Iceland and weathered North Atlantic seas — to keep her in fine shape. Also quite simply because we're wooden boat fans.

Accidents can and do happen, but the least we would have expected is that the owners of the other boat would have contacted us and explained what happened. Instead, we got the news from other boatowners at the Baja Naval Marina — who witnessed what happened. They also told us which boat rammed us, as by the time we arrived, the other vessel had gone and anchored in another part of the harbor! We'd even been told the owners were observed requesting clearance from the Harbor Captain — who refused it on the grounds the harbor was closed because of an approaching storm.

When we finally had a chance to speak with the owners of the vessel in question, they told us they had plenty of insurance. "I have so much insurance," said the man, "I don't know what to do with it." He said he'd contact his insurance agent by fax. We then obtained an estimate for repairs from the Baja Naval Boat Yard — approximately \$3,500 — and gave it to the owner of the other boat.

The following day, we made a written request to the Harbor Captain that he not issue a clearance to the other vessel until some settlement was completed. We did this because that morning another sailor had witnessed the woman attempting to get clearance again. It turned out she was trying to do this at the very moment her husband was assuring us again that he didn't want to leave until the matter had been settled.

The next day the guy came aboard *Lun II* to look at the damage himself. It was then he informed us that his insurance would not pay, and that he wanted to obtain another estimate. When he finally informed us, "You're not going to like what I have to say, but all I'm going to offer you is \$500" — we knew he had no insurance. We found his offer not only unacceptable, but a joke! It would barely cover the expense of varnish.

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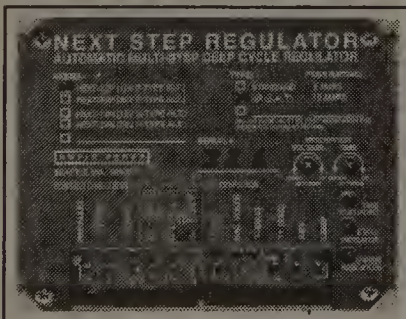
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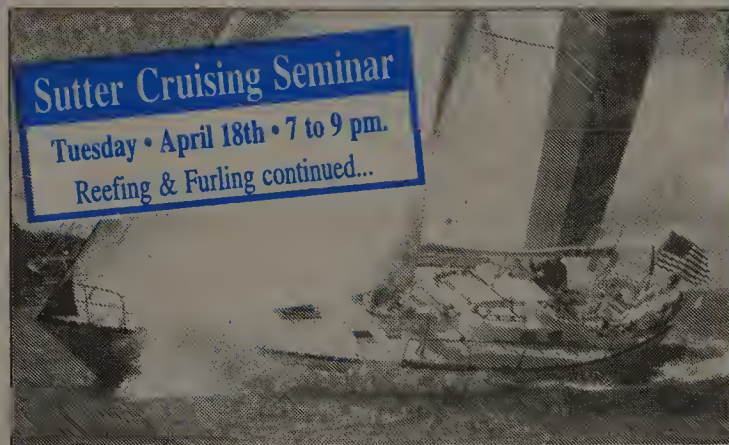
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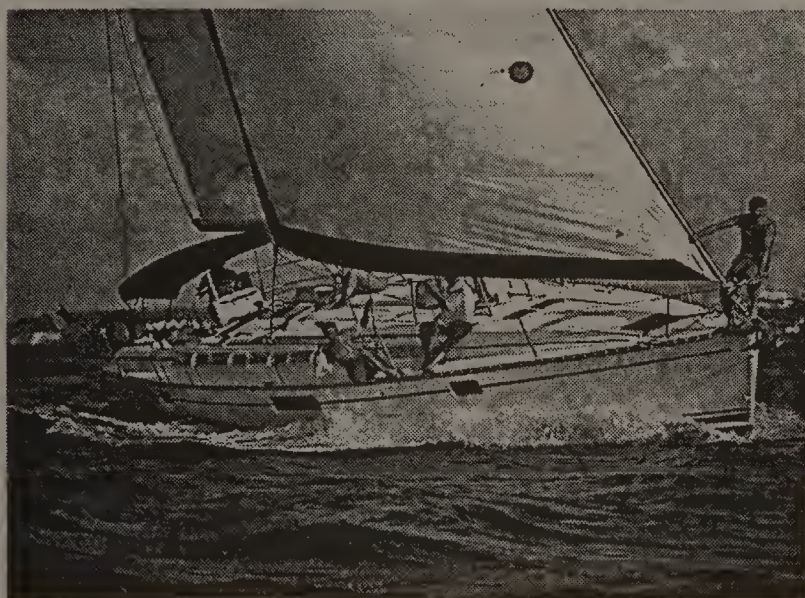
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¹ Double occupancy

LETTERS

After another day went by, the owner of the other boat told us that a certain captain — the other guy's privately-hired surveyor, who had never been aboard our boat — had come up with an estimate of \$500. Or, exactly what the man said he'd been willing to pay! Meanwhile, I'd gotten still another estimate from a fishing boat yard for just the rough repairs. It came to \$1,000.

The owner of the other boat still refused to change his \$500 cash offer — and insisted the payment be made in the presence of the Harbor Captain. By now I decided that \$500 was better than nothing. But when the other guy arrived, he brought a plastic bag full of old one dollar bills. I asked him to change it to bigger bills in dollars or at least pesos, so that it wouldn't take hours to count.

When the guy left, it was with the understanding that he would change the bills and pay us — and hopefully the matter would be finally — if not justly — settled. I returned from work at 2200 that night, and noted that the offending boat was still anchored. But by 0700 the next morning, she was gone! This couple had snuck out of the harbor without clearance and sailed back to San Diego.

So this American couple not only rammed our boat and refused to pay for damages, they lied to us, and then snuck away illegally under the cover of darkness. We feel that people should be aware that not all sailors who invoke the spirit of dolphins are honorable.

Sailing in the Pacific waters of Mexico has many attractions. However, boatowners need to be aware that many boats venture south of the border without liability insurance, without adequate anchor gear — and with skippers who aren't necessarily skilled or experienced. If your boat is damaged by such a reckless skipper, it's likely he/she might not be willing or able to pay for the repairs.

In retrospect, we've come to the conclusion that in a clear case such as ours, we probably should have hired a lawyer. The temptation for the responsible party to run is just too great. It is a sad conclusion — especially when you consider that liability insurance is not very expensive. If you cruise or live on a boat, the last thing you want is a legal action against a fellow boat owner. We wish we had some alternative apart from ignoring the damage.

Helmut and Conni Maske
Ensenada, Mexico

Helmut & Conni — We've had to delete the identification of the other vessel, as we've only heard one side of the story. However, if your corroborating witnesses are willing to sign letters supporting your account, we'll reconsider.

As for you folks on the other vessel, what do you have to say about Helmut and Conni's account?

⇓ GOOD THIS, BAD THAT

Dear me, dear me. The last time I wrote you, I suggested you not do your own taxes, since you had dropped a decimal place in a calculation about how much discharged oil came from small recreational vessels. This time, in *Loose Lips*, you've computed a 38% per year increase in the cost of America Cup competition.

Unfortunately, you don't do it that way — especially over a period like 100 years. Your total increase of 3,835% is about right, including the adjustment for the beginning value (that is, when something doubles, it's a 100% increase, not 200%). But then you just divided the total by the number of years.

If a bank proposed to do that for your savings account, you'd find another bank. This is a growth thing, an inflation thing. For that, you compound it. The compound rate of growth in the cost of the competition is actually about 3.75% per year. A little less dramatic than 38% per year. In fact, it looks suspiciously like you dropped a decimal place again.

On the other hand, if you took your \$75,000 cost in 1895, and did grow it at 38% per year for a hundred years, it would grow to — let's see here, what is 7.3 times 10 to the 18th power? — 7.3 quintillion dollars. That's two million times the national debt — or something



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LETTERS

like that. Anyway, a big number.

However, 3.75% is still a pretty big number, over 100 years. Most American inflation rates are half that, more or less. At half the rate, the cost to compete would be less than \$500,000 — instead of the \$3,050,398 you cite in your article. So you did again what you did last time: bad analysis, good conclusion. Keep up the good work.

April 15 is fast approaching. Do you know where your CPA is?

Tom Luten
Berkeley

Tom — There are two things we're thankful for:

1) The 'new, new math' they're starting to teach in schools these days. You know, the math where it doesn't matter what answer you come up with — no kidding — as long as you feel good about yourself.

2) GPS. You can imagine what a struggle we had with a sextant. Some people were so bad at sun shots that they plotted themselves in another ocean. But we once dropped so many decimals that our resulting fix was on Jupiter.

⇓⇓WHAT A DEAL

Please invest your money with me. I don't have a company yet, but I'll start one if you let me use your arithmetic — such as used in your March Loose Lips calculations on the cost of America's Cup boats. Here's why:

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I know — picky, picky, picky.

Bob Huddleston
Livermore

Bob — Suddenly the California Lottery seems like small change.

⇓⇓MONITORING THE PROGRESS

Thanks for plugging Scanmar as "the largest manufacturer of windvanes in the world". It reminds me of a conversation I had a few years ago with Olaf Harken, during which I joked that Scanmar had "cornered the world windvane market". He looked at me and in a very serious tone said, "That must be a very small corner."

As some of your readers might know, Monitor windvanes are aboard many of the current entries in the BOC singlehanded race around the world, not the least of which is Niah Vaughan's *Jimroda II*. This boat started life as *Airco*, which Mike Plant used to win the 50-foot class back in '86-'87. Josh Hall subsequently sailed her to a third place finish in the '90-'91 race. In between those events, the boat has done 11 Atlantic crossings and made a voyage from England to South Africa and back.

While I think it's important that all boats have a windvane and a couple of autopilots, there are a lot of new cruisers who insist in reinventing the wheel by going with electronic autopilots exclusively. To them I would point out that in all her strenuous travels under all the names from *Airco* to *Jimroda II*, this boat has had close to 30 autopilots — but is still using the original Monitor windvane.

In fact, I've enclosed the following testimonial that was sent to me by Vaughan from the Southern Ocean during the current BOC:

"I have to admit that my Monitor has been the backup to my Autohelm 7000 autopilots, for which I have two and three drive units and a 3000 wheel pilot for lights air. On the first leg we just made it to Cape Town on the autopilots, as all three drive units had to be repaired. I didn't use my Monitor on that leg.

"On this second leg to Sydney, all three drive units on my

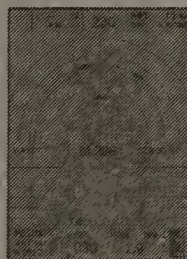
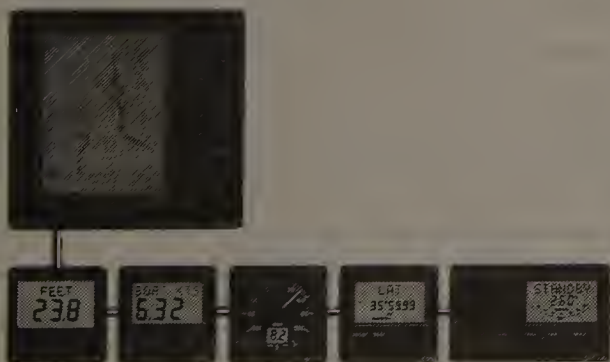


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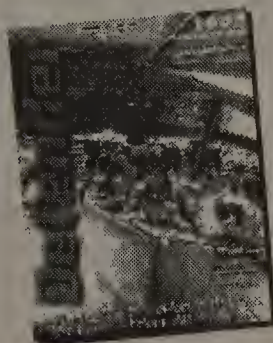
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LETTERS

Autohelm failed with 3,000 miles to go. It was blowing 30-40 knots with very large and confused following seas when my last drive unit went. My sail plan at the time was a poled-out genoa and staysail. When I switched over to the Monitor, the difference in the boat's motion was absolutely amazing! The Monitor was much more sensitive than the autopilots, therefore course-keeping was more accurate. And it handled the conditions perfectly.

"At present I am on a 20-knot beam reach with genoa, staysail and full main. The Monitor is handling it with no problems at all, and with only a 5° deviation from my present course. I now believe the Monitor will become my primary self-steering system, with the Autohelm as the backup. If you're interested, you could display a banner on my boat during each stopover."

As for the French-built Atoms vanes, Holly Scott is right, they haven't been made in nearly 10 years. We've exhibited at the Paris Boat Show for the last several years, and to our knowledge there aren't any spare parts around. But as one of our employees apparently told Holly, as long as she has the plans — which she said she does — replacement parts can be made at any good machine shop.

Hans Bernwall
Scanmar Marine
Sausalito

WE WOULD BE BETTER OFF

If Gardner Strong was indeed serious in his March letter about a class action lawsuit against boatbuilders for osmosis problems, I have to disagree.

If there was a lawsuit, 10 years would pass before the dust settled and we would be no closer to a solution for blisters than we are now. Further, I don't think that any self-respecting boatbuilder ever built boats with the intention of creating a condition for blisters to develop. It has been more a matter of building a boat that will sell so the operation can stay in business. Very few builders have even been successful in the latter endeavor.

I think a much better alternative to a lawsuit would be for the marine industry to get together and support research into what causes blisters, what it takes to prevent them, and what is the proper way to repair them once they have formed. If that were done, in 10 years builders would be able to build truly blister-resistant boats and owners of boats with blisters would be able to have the correct repairs done. We would all be better off.

Dave Littlejohn
Oakland

Dave — We Americans are obsessed with litigation — but as obsessions go, we think it's highly overrated. A couple of years ago, a pathetic cretin ran off with \$10,000 of ours in a telephone system debacle. We had three options: 1) Sue the guy and spend all our time in stifling courtrooms with nit-picking lawyers trying to emulate F. Lee Bailey. 2) Get Baumhoff to shoot the bastard (another American obsession). 3) Learn from our mistake and get on with our lives.

We immediately eliminated option #1 as being the least rewarding and because it would require spending the most time indoors. Since Baumhoff was in Moscow taking flying lessons in MIG 19s, we had to settle on option #3: Erasing the debacle from our memory banks and moving forward. We've been pleased with our decision, as the incident is now nothing but a dim memory.

We've owned two boats that needed to have osmosis jobs. Both jobs were expensive and we would have been delighted had they never needed to be done. One of the boats was 21 years old, the other was 10 years old. Both builders have long since gone out of business. But had they still been in business, we wouldn't have tried to sue them anyway. Heck, both the boats are fabulous and they'd been built by fine people who'd done the very best job they could. What more can you ask from someone? We had the work done, paid

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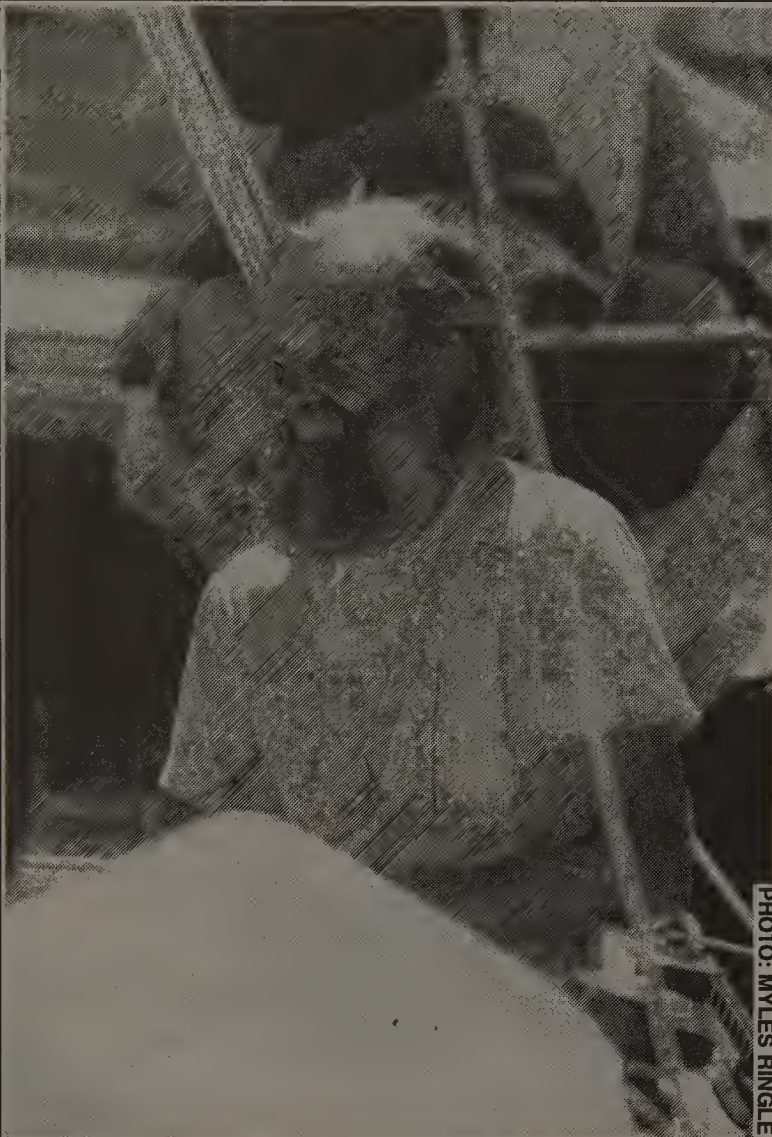
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LETTERS

the bills, and got out sailing again as quickly as we could to forget it ever happened. Years have passed, and we're still convinced that was the best way to handle it.

As for the blisters themselves, we suppose there is still some controversy about exactly what causes them (and if there might be multiple causes).

But as for the prevention of blisters in new boats and repairing old boats with blisters, we understand that there is a consensus of the proper ways to do that. At least to the extent that many builders of new boats and many yards doing osmosis jobs are willing to guarantee their work for many years.

WISHFUL THINKING?

I know you sell dreams and it's your advertisers who sell boats. Nonetheless, I'd appreciate your spirited advice with regard to the kind of boat necessary to fulfill the dreams you describe.

I'm looking for a boat between 27 and 30 feet that I can trailer, sails well, and is capable of some ocean sailing. I want a boat that I can leave in a local lake during the summer or take to the Sea of Cortez, the Bahamas, the San Juans — or even sail to Hawaii.

Is it too much wishful thinking to hope that a boat could handle all these tasks: trailering (without a semi), launching, sailing well, and sailing offshore?

Last year I replaced my Com Pac 19 with a brand new Santana 2023-C. I wanted a bigger, better sailing boat. However, I now want to broaden my horizons with a boat I could take to different places and sail for a month with as many as four family members — or sail for several months alone. I would also like to try some offshore stuff.

I know about the Nor'Sea, but do they sail well? Some of the boats I've been specifically interested in include C&Cs, Cascades, Cals and Tartans. In your opinion, are these boats — or any others — suitable for these diverse tasks?

Mike Ciesielski
Eugene, Oregon

Mike — The problem with trying to find a boat that can do a lot of very different things is that she probably won't be able to do any of them very well. Try to imagine, for example, a dump truck with the agility of a Porsche that still gets phenomenal gas mileage. Or a ballet dancer that could play defensive tackle in the NFL and run the 440 in the Olympics.

Take the Nor'Sea 27. You can lake sail, trailer and ocean voyage in a Nor'Sea 27; but don't expect the performance you've become accustomed to with your Santana — or a low price. On the other hand, you could lake sail, ocean voyage, and comfortably accommodate four on a C&C 30, but you'll have a hard time trailering her to the Bahamas.

Therefore, our advice is to decide what you want to do most — perhaps lake and trailer sailing — and do that with the appropriate boat for a few years. Later on you can pursue other sailing interests — ocean voyaging, for instance — by trading in your boat for one more suitable for that purpose.

As is the case with all replies to Letters, ours is just one opinion. It would be foolish not to seek the opinion of others.

SAN DIEGO HARBOR POLICE — AT IT AGAIN!

Despite all the adverse publicity they have received recently, the San Diego Harbor Police seem hell bent on reaffirming their belligerent attitude and total disregard for not only boating transients who spend lots of money, but boaters in general.

Their latest display of bad will and lack of common sense came two weeks ago when I observed several dinghies being towed behind a Harbor Police boat. The patrol boat's blue lights flashed brightly with full authority, commanding the attention of everyone in the America's Cup Harbor — formerly known as the Commercial Basin anchorage/mooring area.

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LETTERS

When I went to the dinghy dock to inquire about the nature of the doo-dah, I was informed by several disgusted observers that only two days before a notice had been posted on the dinghy dock. The notice stated that some work was to be done to a small section of the dock, and therefore dinghies in that small section had to be moved — 'or else'.

The problem is that not all boatowners with dinghies at the dock visit their boats — which are legally moored on port moorings — on that regular a basis. As a result, these people were never informed of the need to move their dinghies. And the Harbor Police didn't care, they simply decided that the dinghy owners were law breakers and thus their dinghies needed to be towed away.

This was done, I was told, despite protests from the men who were going to do the work, who offered to relocate the dinghies a few feet away. The Harbor Police apparently refused to let them do it — and wouldn't do it themselves. Such a small instance of goodwill probably would have gone a long way to undo some of the Harbor Police's poor reputation, but the officers reportedly stated that it 'wasn't their job', and towed the dinghies rather than moving them a few feet.

Try to envision what these dinghy owners — some of whom are liveaboards — experienced when they returned from work late at night, very possibly carrying bags of groceries down the long dock, only to find their transportation to their boat was missing!

After driving to the Harbor Police office several miles away on the extreme tip of Shelter Island to retrieve their dinghy, they still had the problem of having to motor — or even row — their dinghy several miles back to the mooring area at Shelter Island.

This, of course, would result in a second problem of inconvenience. The dinghy owner would now be back at the America's Cup Harbor with the dinghy, but his/her vehicle would be several miles away back at the Police Dock. This would mean either a long ride by bus followed by a long walk, or an expensive taxi ride. All this late at night, with the just-purchased perishables going bad.

All this aggravation, inconvenience and ill-deserved monetary loss — for what? Because the Harbor Police simply wouldn't relocate the offending dinghies a few feet away — or even allow the workers to do it!

Another way the Harbor Police could have easily prevented the grief is by posting the notices several weeks in advance of the contemplated work, thus giving less frequent users of dinghies adequate advance notice.

It seems, however, that to complain to Chief Martin Hight of the Harbor Police is no more effective than complaining to the head fox who raids the chicken coop. I can't help but think that there might be someone else who could do a better job as Chief of the Harbor Police, someone who would be more interested and responsible for the best interests of the Port, mariners, and San Diego.

I personally think that the whole lot of them — from the chief on down — ought to be replaced with officers who understand that they are being paid to protect and serve — not to harass. They might take some lessons from those in charge at Newport Beach, where the Harbor Patrol is exceptionally courteous and well-respected. Oh yeah — don't ever bother to wave a friendly 'hello' to the Harbor Police in San Diego; they don't even have the courtesy to respond.

Since my vessel is moored not far from the San Diego Harbor Police, I ask that you please — for obvious reasons — withhold my name.

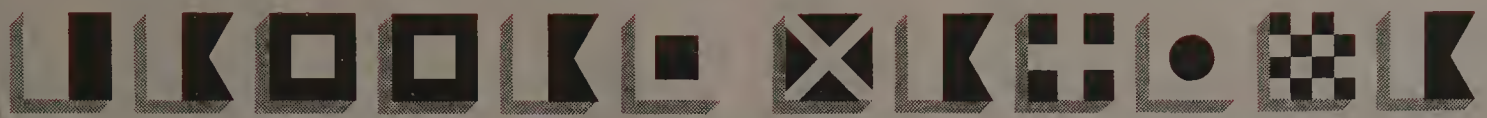
Name Withheld By Request
Chula Vista

↑↑↑CONFUSING OR CONFUSANG?

There seems to be some confusion as to the proper spelling of the big classic yacht that sunk after snagging power lines near the I Street Bridge on the Sacramento River.

The *Sacramento Bee* called her *Namsung*.

Latitude correctly identified her as *Nam Sang*.



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In these parts we've now taken to calling her *Namsank*.

John Greer
Sacramento

↓↑ TIPS FROM A SAILMAKER

You've no doubt noticed that more and more owners have installed roller furling for their headsails. The new design of roller furlers, when combined with a well-cut sail designed for the gear, permits the boat to be sailed at a high degree of efficiency and comfort. But now that winter has arrived with a vengeance, a few tips from a sailmaker are in order.

1) Quite a few owners are opting to stow their jib sheets in canvas bags on the pulpit, or tie the sheets to the pulpit. This clears the side decks so no one trips when boarding, and looks very clean. But even if the sail is rolled tightly around the headfoil and a few turns go around the clew, the sail can loosen up. In a good breeze, the whole 'roll' of sail can move up, permitting the leech to become loose and flog. After a short time, the leech tabling can rip, and the sail will unfurl itself from the clew area upwards. By the time the harbormaster calls the owner, the sail is streaming out and beating itself — and the mast — to death. This despite the fact that the furling line is still cleated and the sheet is wrapped around the sail!

2) To prevent this, I suggest that after the sail is *tightly* rolled — do this by maintaining tension on the sheet as it's furled — you keep at least one jib sheet tensioned. It can be on the opposite side of which you board. This will keep the sail rolled tightly around the foil.

3) But *most important*, lead the other sheet forward and tie it to the bow mooring cleat or some other strong fitting on the foredeck. This will keep the clew pulled down, maintaining leech tension so the wind won't have anything to grab a hold of!

4) If you really want to make sure the roller furling jib makes it through the winter unscathed, drop the sail at the end of the season and stow it below for the winter.

A few minutes more spent on the jib can save lots of money — and keep you in good graces with your harbormaster.

Jim Leech
Neil Pryde Sails
Sausalito

Jim — Excellent advice. If a local sailing magazine gets with it, maybe they'll republish this letter in November, before all the damage gets done.

↓↑ A SIMILAR SITUATION

I would like to respond to John and Pam Johnson, whose March letter described their wild adventures with their 'new' trailerable MacGregor sailboat.

I found myself in a very similar situation when I purchased a new MacGregor 26 in 1988. My sailing experience included sailing lessons in the Navy and aboard a Hobie 16. Looking back, I now know that I was totally unprepared for my first day of sailing on the Bay. We launched our boat on its maiden voyage in the Petaluma River at Black Point. We were in the water for only 15 minutes before we had trouble with the new engine. I underestimated the strength of the current and while drifting, we bounced off a railroad pylon, causing \$500 damage to the boat. I think I hold the record for the fastest return to the dealership for repairs. I was very grateful that no one was injured.

After that experience, I joined the San Jose Sailing Club. The Club's trailerable boat fleet, Venture/MacGregor Fleet 4, was made to order for introducing beginners to trailer sailing. During my time in the fleet, I have learned about safety equipment on boats, how to keep my boat tuned, how to read Bay currents, how to outfit a boat for cruising and racing, and how to safely operate and maintain a trailer. I have learned sailing etiquette on the water as well as at marinas and yacht clubs. I — along with several other beginning

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1978 – *Moonshine* (V40122), with Francis Stokes, wins both Bermuda Single and Doublehanded races, setting the still-standing record for monohulls up to 40 feet.

1979 – *Foreign Affair* (V40107), with Bill and Mary Black, becomes the first Valiant yacht to circumnavigate; they are awarded the CCA BlueWater Cruising Medal for this 4-year passage.

1980 – *SAIL* magazine's readership poll selects the Valiant 40 as offshore cruising yacht of the decade.

1983 – *Resourceful* (V40252), sailed by Mark Schrader, completes the first Valiant solo circumnavigation via the 5 southern capes and sets a record time. This passage is the first via the 5 southern capes by an American.

1983 – *Fantasy* (V40101), sailed by Dan Byrne, successfully competes in the '82/'83 BIC Singlehanded Round-the-World Race.

1985 – *Stormy Petrel* (V40259), sailed by Blane Nashold and crew, becomes first in class and first overall in the 1985 Miami to Montego Race.

1986 – *Lonestar* (V47115), sailed by Mark Schrader, successfully completes the 1986 BOC Singlehanded Round-the-World Race and is the only boat that did not sustain any disabling breakdowns on the entire trip.

1989 – *Spice* (V40239), sailed by Rob and Arthur Burke, wins first in class and first overall in the PHRF Marbehead to Halifax Race.

1991 – *SAIL* magazine selects the Valiant 40 for its list of all time 20-year classic sailing yachts.

1992 – *About Time* (V37147), with Lee Moore and Dee Whited, takes first in class, Caribbean 1500.

1993 – The new Valiant RS 42 hull #1, *Topaz*, is launched, with John and Lois

Post, winning her class in the Columbus 500 TransAtlantic. The Valiant 47 *Lindisfame*, with John Miller, also wins her class in the same event.

1993 – Bill Pinkney completes a solo circumnavigation via 5 southern capes with *Commitment* (V47115), becoming the first African-American to complete such a voyage. This marks the second solo circumnavigation for the same yacht, previously named *Lonestar*.

1993 – *Foreign Affair* (V40107), is selected by *SAIL* magazine as one of the 100 best sailing yachts in North America.

1993 – Valiant begins the next generation by launching the new Valiant 42 series.

1994 – The Valiant 42 is selected as one of the two top boats in the *Cruising World* Bluewater Boat of the Year award (the other winner cost more than twice the price of the Valiant).

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1995 – Valiant announces its new Valiant 39.



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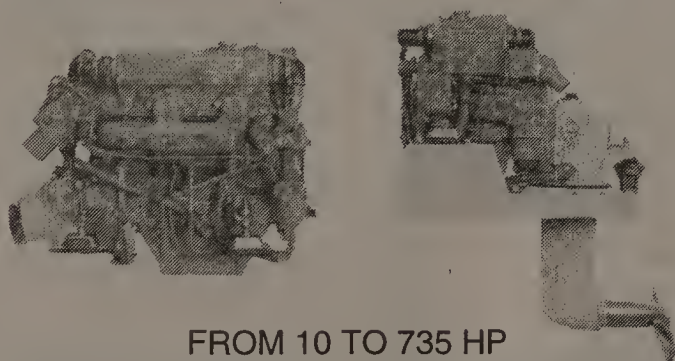


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OMC

LETTERS

sailors — took the USCG Auxiliary's Boating Safety class, which I highly recommend.

Fleet 4 was founded in the late 1960s by a group of Venture 21 owners. It now consists of about half Venture/MacGregor boats and half other brand trailerables of similar size. I cannot count the times I have sought advice on various subjects from fellow fleet members before sailing to a new location or changing equipment on my boat.

Fleet 4 sponsors sailing outings once per month to places all over Northern California: Clear Lake, Folsom, New Melones, Don Pedro, Tahoe, and so forth. In addition, we hold many cruises on the Bay and in the Delta. These group activities, including a trip to Baja last year and biennial sharktrips to the San Juan Islands, provide a structure that has allowed my family and I to sail (with confidence) to destinations that I otherwise would not go to alone.

Our most recent activity was towing our boats to the South Bay YC on February 25 to participate in Safety Inspection Day. All of our boats that attended passed the USCG Auxiliary Safety Inspection and now display the 1995 sticker. This month we are holding our annual Captain's Classic, a race on the Estuary designed especially for newcomers — including a mandatory man-overboard drill. In April we will attend Race Week '95 at Clear Lake. There is no faster way for new sailors to learn than to participate in 'fun' races such as these.

I invite the Johnsons — and all other families with trailerable sailboats — to call me for more information at (408) 978-0430 (evenings). As members of the community of sailors, we are here to help each other learn to be safe and have fun.

Michael Weir
Commodore
San Jose Sailing Club

Readers — Sailing clubs can be a tremendous — and economical — resource for folks getting their feet wet with sailboats.

⇕ DOESN'T EQUAL COMPETENCE

Regarding the 'I saw no ships coming' letter last month by the guy who collided with a ship on San Francisco Bay, it just goes to prove that doing it wrong for 34 years of sailing and 15 years in the merchant marine doesn't equal competence.

Didn't he look both ways? What about 360°? What an idiot! Pardon me, how I.Q. challenged.

Mark Krajcar
Oakland Estuary

Mark — We don't think you've got to call the guy "an idiot", but we agree he should be called on it if he attempts to dish the blame off on others.

⇕ WE'RE ONLY VISITORS — THE ULTIMATE COP OUT

Maybe it's time to set the record straight regarding the manta ray debacle — and Terry Kennedy and Joyce Clinton's role in it.

It would have been nice if other letter writers, before throwing rocks, had watched the video footage of the carnage at San Benedicto last spring — aptly termed the 'St. Valentine's Day Massacre' by those who witnessed it. If they had seen the giant manta struggling for its life while being hoisted out of the water ensnared in the net; or the fishermen hacking away at its wings while the ray was still very much alive; or the miles of abandoned nets covering the reefs and continuing to trap and kill anything from lobsters to sharks, those letters might not have been written.

Joyce and Terry happened upon the slaughter one morning, which was taking place only 200 yards from shore even though it's illegal to fish within two miles of shore. They filmed the event, and sent the tape to Cabo on a fishing vessel. From then on, it was the Mexicans who took matters in hand. Folks at Cabo Isle Marina, Pronatura (a conservation agency), Televisa and other news media spread the word. The Mexican Navy seized one of the vessels involved. And with

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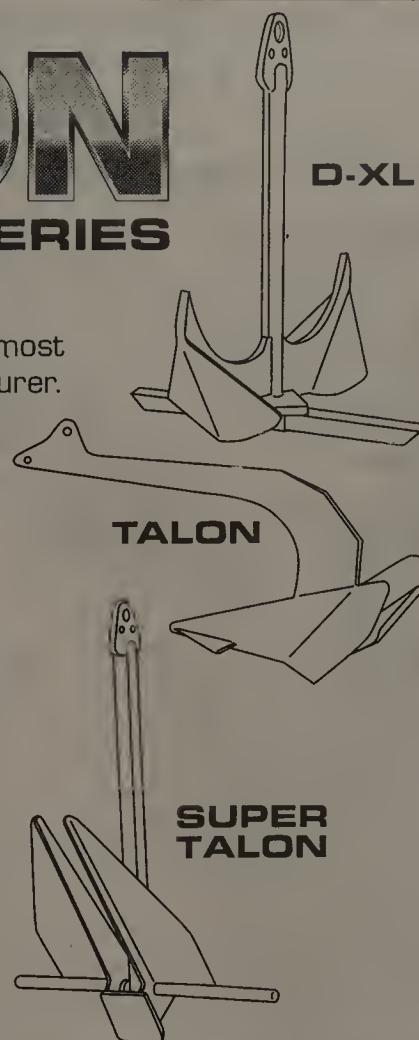
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incredible speed, Pesca (the Dept. of Fisheries) imposed a 12-mile commercial fishing limit and a fine of \$10,000 for each manta killed.

At no time did the crew of *Galadriel* or any other *gringos* rub any noses into anything, nor did the Mexican officialdom lose face over this matter. On the contrary, they are as concerned as we are about the dwindling sea life in the ocean surrounding their country — and are to be commended for acting so swiftly.

We, as citizens of the world, cannot continue to passively stand by when confronted with controversies such as this. Where humane or legal issues are at stake, we have to speak up, no matter what country we happen to be in. The old not-getting-involved because 'we're only visitors' ploy is the ultimate cop-out.

By the way, the *mantarraya* sold in markets and restaurants is a different, smaller species. It could be any old ray, as witness the innumerable stinking, meatless corpses on any beach. Giant manta meat is practically inedible and used mainly for bait.

We say 'hats off' to Joyce and Terry — not because they are friends (so are the *Stealaways*) — but because it took guts to get involved and make a stand. It's pretty sad if our main worry is not being able to get a permit to go to the Revillagigedos until the dust settles, while the marine life is being decimated by illegal Mexican and U.S. fishing boats. The unfortunate creatures in all the seas are in trouble; they know no national boundaries and cannot speak for themselves. It's up to all of us to preserve and protect them.

Chris and Erik Dewar
aboard *Eventyr*
La Paz, BCS, Mexico

Chris & Erik — Very well put.

RACONS ON PRIVATE BOATS

The *Unique Blip* letter in the March issue was very informative. It seems there indeed is something called a 'racon' (radar beacon) which blasts a blip on a searching radar screen.

I've known for a while that aircraft use a transponder to identify themselves on traffic controllers' screens by sending a code whenever a radar beam passes over the aircraft. This strikes me as being an effective way for an otherwise 'invisible' small boat to let a large ship know of its presence.

I believe that I have seen a racon on the San Francisco sea buoy. It certainly did get my attention when it lit up my radar screen. Now that I know what to call it, I'd like to know if I could put one on a private sailboat. If the answer is 'no', I'd would like to know what needs to be done to make the answer 'yes'.

A racon seems to have great potential as a piece of safety gear; I hope you and/or your enlightened readership can provide more information on how they work, and what is involved in using them to announce our position to other boats.

Don Alden
Sunnyvale

Don — Tony at Maritime Electronics in Sausalito reports that Alden Electronics has been marketing a product called SART, which is automatically activated when hit by a radar beam. The SART responds with a signal that creates 12 highly-visible vectored lines on the other vessel's radar screen. The device's use is primarily to help vessels be found during Search & Rescue operations, and is required on all commercial vessels. But fishermen also use them to mark nets they temporarily set at sea.

Alden's SART is about the size and shape of an EPIRB and weighs about three pounds. It lists for \$1,570. But the \$150 battery only lasts for 96 hours, which means it would only really be practical for 'racon type use' in busy shipping lanes during critical times.

For more information, call Tony at (415) 332-5086, any other Alden dealer, or Alden itself at (508)-366-8851.

But can you imagine what a ship's radar screen might look like



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LETTERS

while entering the Bay on a foggy day with lots of sailboats equipped with SARTs? The ship's radar would be 'blinded' by the responses of all the SARTs.

⇅ LIGHTS AND FLAGS

Could someone please explain to me why so many boats display the wrong lights at night? On weekend nights in the summer, it's not unusual for more than half the boats moving down the Oakland Estuary to be showing incorrect lights.

I have seen steaming lights while under sail, no steaming lights while under power, and — all too frequently — port and starboard lights reversed. My all time favorite is a MacGregor 65 that was showing a trilight, steaming light, and bow running light. What is that supposed to mean?

If the owner or captain doesn't know what lights to show, you have to wonder if he's read any of the other parts of *Rules of the Road*.

While I'm at it, let's talk about flags. Why do so many boats fly their flags improperly? There are only two proper places for the U.S. flag on a U.S. registered boat: from a flagstaff on the stern, or two-thirds of the way up the gaff (or backstay).

Fortunately, we live in a country that has more freedom than most. You don't have to fly the flag at all. However, if you do, it should be done properly. Not as-high-up-the-backstay-as-you-can-reach — because it just falls into the cockpit. And never up the starboard spreader — that is for courtesy flags and signal flags. If you're unsure of the proper way to fly your flags, refer to Chapman's.

Flags can be fun and colorful and should be a part of sailing. Flags also carry a message. What message is the captain of that big yacht sending when his flag is old, frayed and flown incorrectly, his lights are on incorrectly, and his fenders are hanging over the side?

Jay Odaffer
Alameda

Jay — We hippies started questioning authority in the '60s, and nothing has been the same since — be it for better or, in many cases, worse.

Flags, lights and fenders do carry messages — in addition to any literal ones. The guy with the old, frayed flag, wrong lights and fenders over the side is signalling: "More money than brains". The skipper with the port and starboard lights reversed signals "Young and wild". The guy with absolutely everything perfect communicates: "Anal retentive". You can think up the rest.

⇅ AND EATEN ALIVE, TOO!

Latitude should be drawn and quartered for its inadequate response to Peter Metcalf's letter in the December issue. You have aided and abetted the archaic belief that drag devices are an unknown quantity.

First, I want to clear up one point: sea anchors and drogues are not the same — not any more than a headsail and mainsail are the same. A sea anchor is deployed over the bow of a boat and 'anchors' the boat to the sea. A drogue is deployed over the stern of a boat and only slows her down.

The now archaic writings of Voss, Hiscock and others have confused the use of drag devices for weathering storms by using erroneous nomenclature. I refer you to my book *Understanding Sea Anchors and Drogues* (Cornell Maritime Press) for the basics of modern drag devices on boats.

Now, having read every account of the 'Queen's Birthday Storm' published from England to Australia, I do not see any instance where a drag device could not have helped a boat's situation. Of course, they had to be onboard the boat before leaving New Zealand.

Let me ask the question: how many boats in that storm had paper insurance collectible post-disaster? Probably all. How many had real insurance in the form of a modern drag device that could save their boat in such a storm? Apparently none.

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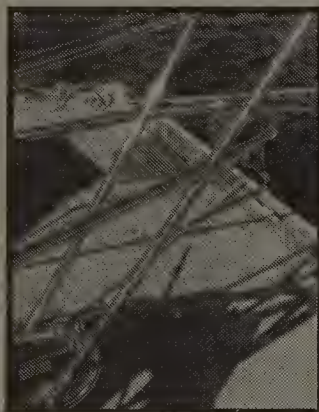
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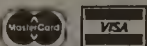


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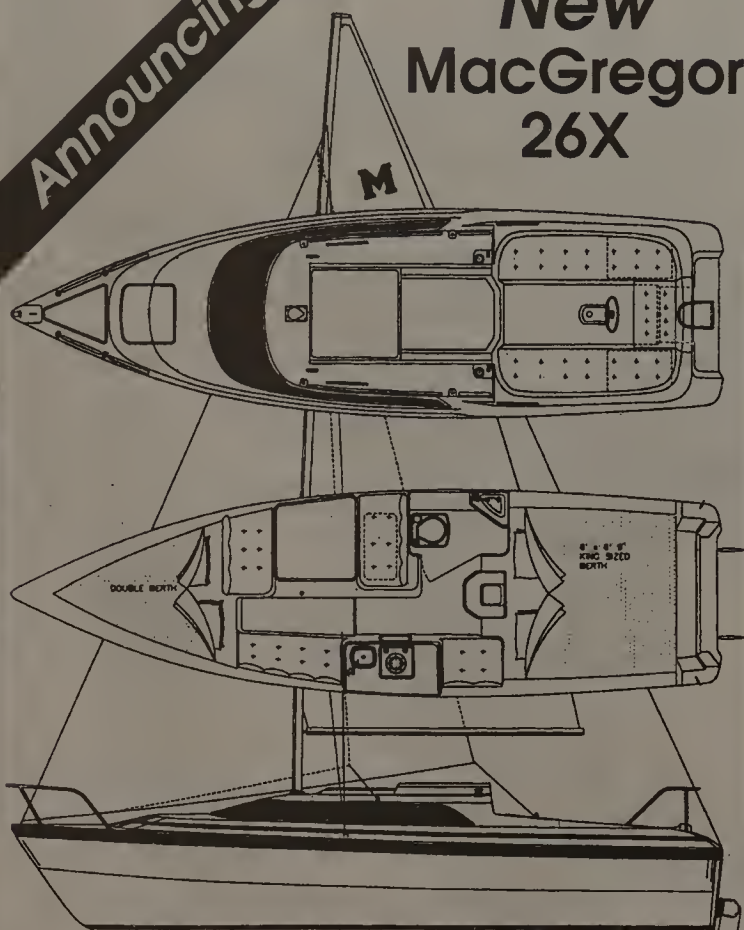
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Includes: trailer, sails and much, much more!

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- 25 mph under power.*
- Wheel steering controlling twin rudders or engine.
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- Full galley, with built-in stove, sink, tile counter, and lots of storage.
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- Sleeps 6 in 3 double berths. One is king size.

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LETTERS

For those who don't believe in the viability of drag devices in storm conditions, I refer them to Victor Shane's fine collection of 70 case histories of storm survival using drag devices. The book is the *Drag Device Data Base*, and he can be reached by telephone at (805) 966-0782.

I wish no one bad luck, but going to sea without the proper kind of insurance is their own fault.

Earl Hinz
Honolulu

Earl — We think both your book and Shane's Data Base are well worth checking out — but we're still not convinced that a drag device is the one surefire way to respond to all survival storms.

Based on conversations we've had with others and what we've read, no two storms are alike, and no two boats respond the same way. Some folks caught in the 'Queen's Birthday Storm', for example, experimented with two or three different types of tactics before deciding on what worked best for them.

We also want to make it clear we don't have any firsthand knowledge of being in a survival storm — or anything even close to it. And we're also a little suspicious of some of the material in Shane's Data Base. You've surely been out in 35 knots of wind and have overheard another skipper earnestly swear it was blowing 50. Or even more common, be in eight to 10 foot seas and have even two or three skippers — especially those new to large swells — maintain the seas were no less than 20 to 25 feet.

If any of you folks have been out in a truly nasty storm — winds consistently in excess of 50 knots, seas over 20 — why not drop us a line with your input?

⇓HE WAS A WONDERFUL MAN

My grandson has been showing me various letters and articles in your magazine about Hugh Angleman — which I read with great interest. One particular letter, written by Mick Andrews in the January issue, has inspired me to write to you.

From the time I was 12-years-old, I spent my summers onboard boats such as *Sea Witch* and *Sea Rover*, cruising to Catalina Island with my father, Hugh Angleman. We would sail up and down the coast, to Catalina and around the island. It was a wonderful life.

I am now 86-years-old, living in Grass Valley near my grandson, Hugh Talman, and his family. My grandson shares his great grandfather's love of sailing and the sea, and dreams of one day owning an Angleman ketch. Hugh's grandfather, Bob Carlson, was also a great sailor, winning the first Gold Medal for sailing in the 1932 Olympics. He wants to carry on the sailing tradition — if not the Angleman name — and has a son, Hugh Morgan, named after the man who was such an inspiration to him as he was growing up.

I am so happy to know that my father and his beautiful boats are still remembered. He was a wonderful man and reading about him in your magazine brings back such fond memories. Thank you for that.

Eugenia Mae Angleman Carlson
Grass Valley

Eugenia — We're delighted we could help you recall some of those fond memories.

⇓NON-PETROL FUEL IS FINE

I'd like to inform your readers that I've been running 100% soy diesel for the last 18 months on *Stella Z*, my Farallon Clipper. Her Perkins 4-107 runs like a top. There's been no smell, no black exhaust — and no problems. You can even eat down below with the engine running.

I encourage everyone to switch. If enough of us do, perhaps the price will drop a bit. The company that sells it is Cyto Culture over in Richmond; they're the nicest people around.

There are a number of people who are still convinced of the oil

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HARKEN

RACING TIP

Ball Bearing Outhaul Cars Make Mainsail Adjustment Easy in Light or Heavy Air

The mainsail on a modern offshore racer is very likely to be a loose-footed sail, attached to the boom only at the clew.

Loose footed mains offer several advantages. They give better ability to power up for choppy water in light air and can be built with a large foot roach which is unmeasured sail area.

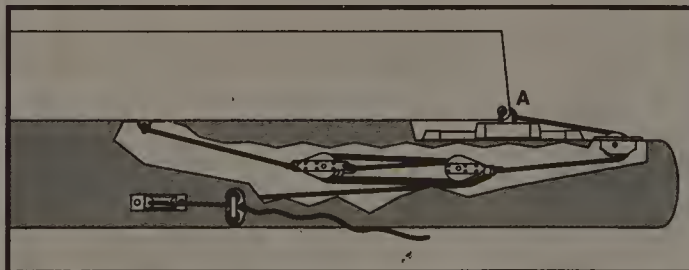
To take full advantage of a loose-footed mainsail, a good outhaul car is required. The standard outhaul slider is a "slug" that fits into the groove in the top of the boom extrusion. Under high loads, the slug tends to bind in the groove and can be very hard to adjust. In light air, or when easing the outhaul downwind, there is very little load to pull the slug forward and they often hang up.

The solution is to use a Harken recirculating ball bearing traveler car for the outhaul. Because it rides on two rows of ball bearings that bear directly on the track, Harken cars move freely under both high and low loads.

Choosing an outhaul car is simple – use the same size car that would be used for an end boom mainsheet traveler car. The track can be mounted in one of two ways: either cut away the groove on the top of the extrusion and screw the track to the "web" across the top of the boom, or mount to the groove without drilling. The latter solution is easier, but raises the car higher off the boom. In both cases, be sure that your sailmaker knows the height of your clew off the boom so he can cut the sail correctly.

Syd Millman
Harken, Pewaukee

Adjustable outhauls are important in shaping the mainsail. A tight outhaul flattens the lower part of the main for upwind sailing. Loosening the outhaul increases the draft of the main, especially in the lower third and is effective in light air or off the wind.



A short length of track is attached to the top of the boom and the clew is shackled to the car (a). Choose the same size car as would be required for use on the mainsheet traveler.

HARKEN

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Sale 12⁹⁵

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LETTERS

industry line, and cannot fathom using a non-petrol based fuel. But once tried, they too shall be pleasantly surprised. And in a pinch, you could fry your eggs with it.

J.M. Shubin
Mill Valley

J.M. — To prove your point, we just read that coconut oil is going to be used to power engines on islands in the South Pacific. It will give the islanders a new industry and reduce their dependence on expensive petrol-based fuels that have to be imported.

⇅PEOPLE FIRST

In contrast to the problems mariners have been having with the San Diego Harbor Police, I'd like to comment on the local Santa Cruz Harbor Patrol.

I am the owner and president of a sailing school and charter company, and have had terrific support and help from the Santa Cruz Harbor Patrol for over 15 years. They have helped us by safely towing disabled vessels (even after hours), given courteous directions to our customers, and I'm assured that they could handle any rescue operation that might arise. They have also referred new customers to us and other surrounding businesses.

The Santa Cruz Harbor Patrol has a people-first attitude, and stands out as a model for other harbor patrols and police to follow.

The Santa Cruz Harbor Patrol's authority is tempered by a friendly, courteous manner. These harbor patrol personnel are what they should be: friends to the people, helpful, and responsible. A number of them are sailors, too — darn good ones I might add. We are lucky to have a professional and intelligent harbor patrol here in Santa Cruz. Bravo to the Santa Cruz Port for putting out a warm welcome mat to anyone using the harbor.

Marc Kraft
Pacific Yachting and Sailing
Santa Cruz

Marc — The impression we've had for a long time is that the Santa Cruz Harbor Patrol is liked and respected by the public. We salute them.

⇅WHAT'S THE VALUE OF MY HEAD?

I'm in need of your knowledge of nautical nostalgia. You see, we have written proof that John Wayne spent some time on our boat, which we are now in the process of remodeling. As I was removing the head, it came to me that The Duke himself had certainly graced this particular throne.

Had the head only been graced by Elvis the King, it would surely be worth thousands. But seeing as it had only been The Duke that had sat on it, the value must be something less.

At first, I thought I'd just keep the head and put some sort of sign saying 'tourist trap' on it as a joke. But as I'm running short of funds for my project, I wonder what the value of my head might be?

If at all possible, could you please give me a dollar amount — or the name of someone who would know such a thing? It would be of much interest to me.

J. Speary
Bethel Island

J. — Our expertise in the area you need is limited to the pathetic old saying, 'It's worth whatever someone will pay for it'.

If you really want an accurate appraisal, we suggest you contact the 'Plumbing Fixtures Graced By Celebrities' departments at Christie's in London or Sotheby's in New York. While it's our understanding that Old Masters and Heirloom Jewelry have been slipping, lucky for you there have been major movements on celebrity toilet seats.

West Marine

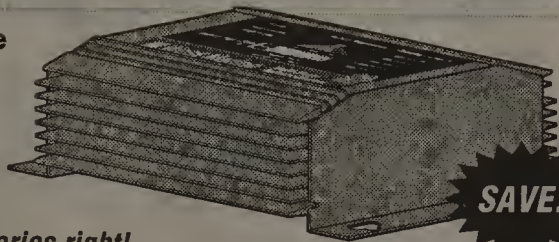
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this Month

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Treat your batteries right!

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- Selector switch for gel or flooded batteries
- Temperature and reverse polarity protection



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	Model	Reg.	Sale
5 AMP	568527	\$119.95	109 ⁰⁰
20 AMP	541680	\$297.95	269 ⁰⁰
40 AMP	541672	\$347.95	315 ⁰⁰

Smart charging pampers your batteries!

Furuno 1621 Ultra-Compact LCD Radar

Splashproof unit is ideal for cockpit installation!

- Compact display unit; high definition LCD screen
- 1.5 kW transmitter; selectable ranges from 1/4 to 16 NM
- Automatic sensitivity & tuning control; anti-clutter; watch mode; radome antenna

Model 165706 Reg. \$1,579.00

Sale 1469⁰⁰



Furuno quality for smaller boats!

NEW!



Shakespeare

SE-2000 VHF Radio

Water resistant—ideal for cockpit installation!

- Most Recently Used memory feature saves your favorite channels

Model 247470

169⁹⁵

Super compact!

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A warm, functional jacket you can feel good about wearing!

- Fabric made from 100% recycled plastic
- Excellent insulation, quick drying
- High collar, two handwarmer pockets
- Available in six colors; sizes XS-XXL

Model 170669S

59⁹⁵

Cozy comfort!

Woolsey marine paints

Neptune II Antifouling Paint

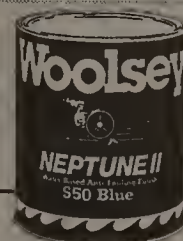
Water based—safer for the environment!

- Soft, smooth finish can withstand frequent trailering, beaching, and launching
- Colors: Red, Blue, Black and Green.

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GALLONS
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Sale 89⁹⁹



Super low VOC's!

PETTIT marine paint

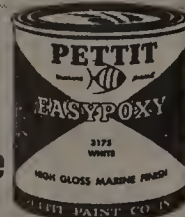
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Durable topside finish reduces maintenance costs!

- Silicone additive gives a gel-coat like high gloss finish

Available in 9 colors

QUARTS Reg. \$14.95



Sale 11⁹⁵

High gloss!

NEW!



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High-tech construction for rock solid footing!

Men's: Medium 4 1/2 - 12 (in half sizes), 13;

Men's: Wide 7-12 (in half sizes), 13 & 14

Med. Model 216769S

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74⁹⁵

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Complete anchoring security!

examples:	Size	WLL*	Model	Reg./ft.	Sale/ft.
	3/16"	750	106468	99¢	79¢
	1/4"	1250	106450	\$1.59	1 ²⁷
	5/16"	1900	106484	\$1.89	1 ⁵¹
	3/8"	2650	106476	\$2.89	2 ³¹

*Working Load Limit in pounds

Highest quality!

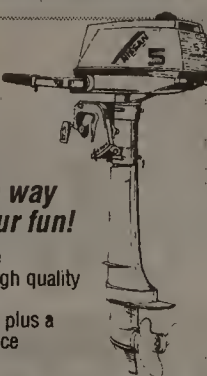
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HP	Shaft	Model	
3.5	Short	283671	635 ⁰⁰
5	Short	289900	915 ⁰⁰



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Simpson-Lawrence Horizon 500 Windlass

A mere 16 lbs. on the foredeck, yet plenty of pulling power!

The new Horizon 500 is so compact and so light that it allows even small boats to enjoy the benefits of effortless anchoring. Using Simpson Lawrence's glass-filled nylon rope-chain gypsy, the Horizon 500 can handle as much chain as your anchoring conditions warrant. It is completely automatic in operation, requiring only that you push a dashboard toggle switch up or down to weigh or drop anchor.

- Rope-chain gypsy is sized for 1/4" High Test chain and 1/2" nylon line (either 3-strand or braided). Recommended for boats to 33' LOA.
- When dropping anchor, it pays out line at 86 FPM
- Hauls 62 FPM and draws 32 amps at 100 lbs. load (20% of rated capacity)
- Maximum load capability of 500 lbs. (max. amp draw=97A).
- Gypsy is locked in position at rest to minimize rode "creep"
- Marine alloy construction protected with powder coating for long life

Comes complete with console switch and circuit breaker.
Actual size is 9" fore and aft, 6 3/8" wide, and 5 1/2" high. Mounts with three 5/16" fasteners.

Model 561266

699⁰⁰

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LOOSE LIPS

Fleeting thoughts.

The following fleets are forming or reforming:

• The **Passport** Owners Association has been holding regular cruises on the Bay since 1984. They will be sponsoring their annual regatta May 12-14, and have a calendar of monthly cruises lined up for 1995. Any Passport owners or potential owners wanting to know more can call (510) 865-0304.

• A tricked-out new **470** will set you back about 10 grand, and will probably not remain competitive for more than a year. However, used 470s go for \$500 to about \$1,200 and can offer just as much fun as their squeaky new siblings. More, in fact, if the reforming 470 fleet has any say about it. This is the '90s, so their aim is skewed decidedly toward fun and away from gross excess. Sailors of all ages are welcome and hotshots will be tolerated. The promise from the new class officers, who are planning a full schedule of training sails, social sails and racing, is that "everyone will be competitive." Sounds like a winner to us. For more information, call Chris at (415) 967-0883, or Nate at (415) 332-8682.

• This one's not a fleet looking for owners, but an owner looking for fleet members. Ned Murphy checked in from Hawaii to say he's acquired **Sonoma 30** hull #10 and is in the process of restoring the boat, named *The Great Red Shark*, to fighting trim. "We are looking to exchange information with other owners past or present," he writes, "and hopefully someone who may have been involved with the original construction or destruction of these boats. Please forward comments to *The Great Red Shark*, c/o Ned Murphy, 2803 Puuhonua St., Honolulu, Hawaii 96822. Thanks."

• "Calling all **Landfall 39** owners. Come raft up with your sisterships behind Treasure Island on April 22, 1995. We are inviting Ron Amy, the designer and builder of our Taiwanese-built boats, so bring along your camera and autograph book — or plank and noose — as you see fit. For more information, call Mark Krajcar on *Landfall* at (510) 436-7238 or Alan and Celia Jorgenson on *Alita Vela* at (510) 758-6758." Incidentally, Mark's boat is hull #1. She's the boat whose delivery skipper was lost overboard, leaving his legally blind wife to be rescued later. The boat was towed to Hawaii where she sat neglected and eventually sank. Mark bought her 2½ years ago and has rebuilding her ever since. This summer, he'll do a shakedown cruise to the Pacific Northwest, then it's off to the South Pacific "to enjoy life," he says.

Okay, sometimes we do print poetry.
*Politics! God, it seems to be the art
Of doing everything wrong for the devil of it,
Just to make work in cleaning up the mess;
The trick of never arriving where you are bound.
Set your course for the rocks and let her go!
Heave her to in a calm, and crack on sail
When one of those black squalls shows up to windward!
And if you take the masts out of her, all the better;
They'll make you president for that, the next election.*

.... Do you think a nation can't strike and go down?
For Christ's sake, haul your wind! Shake out the topsails!
You're on a lee shore now, in company
With other ships that couldn't navigate,
And other men who tried to lead by following.

— from "Captain Robert Belknap Goes West,"
a prose poem by Lincoln Concord, June 1937

Demographics and Republicans.

According to something called the Mendelsohn Affluent Survey (which 'grades' various groups by measuring purchasing habits in households with average incomes of \$60,000 or more), in 1993, sailors ranked highest in a number of categories. These included: served

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 - All U.S. & International channels
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 - Bright, easy-to-read LCD display
 - Fully gasketed case is guaranteed waterproof for a full 3 years
- Model 253635 Reg. \$199.95



Sale 189⁹⁵

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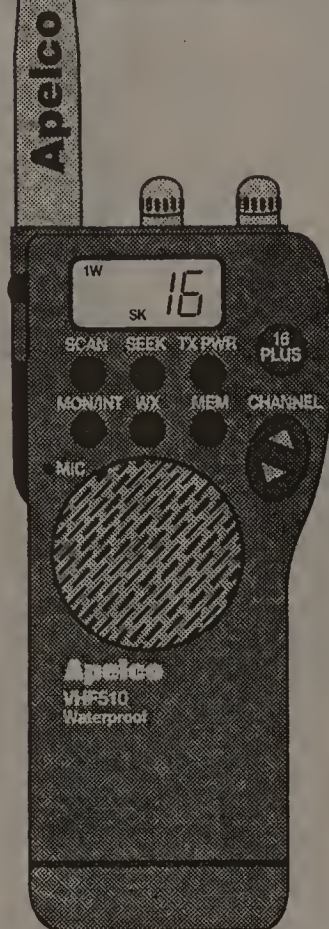
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Apelco 510 Waterproof Handheld VHF Radio

Compact, powerful, and totally waterproof!

Here's a radio you can count on in any weather! The ergonomic shape fits your hand comfortably and allows you to select channels easily by rocking your thumb on the up/down buttons in a specially recessed pocket. Convenience and performance features include: all scan, memory scan, seek, Weather Watch, last-used channel, Instant 16, 13, or 9 channels access, battery condition indicator and a large, backlit LCD display. Five watt/one watt selectable transmit power. 0.35 μ V sensitivity (20 dB quieting). Measures a very compact 5.6"H x 2.3"W x 1.6"D (not including antenna). Includes a 7.2V DC ni-cad battery pack and AC adapter. Three year parts and labor warranty, *including water damage*; 10 year \$79.95 flat rate warranty included.

Model 139834
Reg. \$269.95



Sale 259⁹⁵

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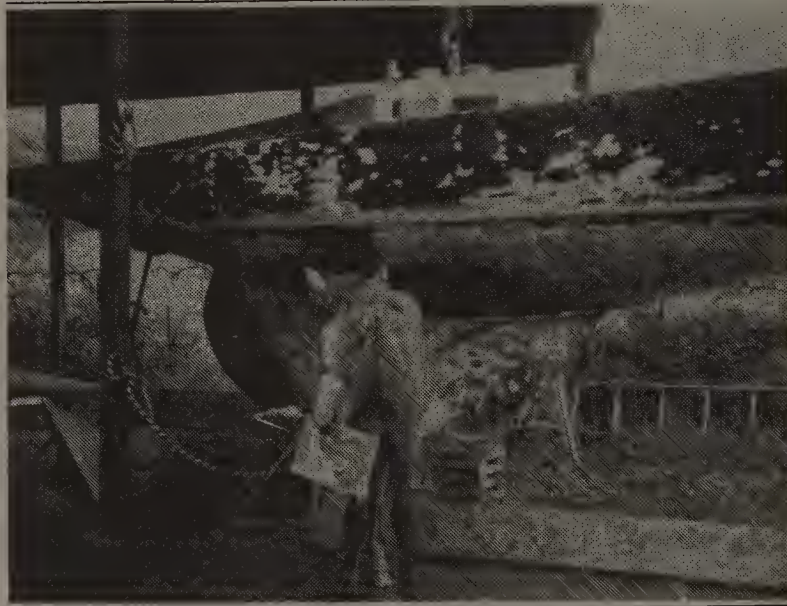
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LOOSE LIPS

on corporate board of directors, owned an import luxury car, spent \$2,000 or more on a PC, spent \$1,000 on photography equipment in a year, spent \$750 on watches in a year, belonged to a university club, took three or more foreign trips by plane, spent \$5,000 or more on artwork and/or collectibles in a year — and purchased nearly double the amount of rum of any other group! The runner-up groups they out-affluented were tennis players, golfers and skiers. We're not sure what all this means, nor are we sure we want to know. But prideful or disgusting, there it is.

Just horsin' around.

The horse's name is Sailor, don't you know. The place is EYC — "Eichenlaub's Yacht Club" in San Diego. The boat is a Luders 16



ready for paint. And the magazine, of course, is that thoroughbred of sailing rags, *Latitude 38*.

Thanks to "Julia, Ward and the animals," for the neat pic.

Road warrior, boat warrior.

There's this story they tell in traffic school (okay, okay) about a motorcycle cop who's something of a legend in Mill Valley. At least a legend in his own mind. He is notorious for sitting in certain areas and nabbing people for the slightest infractions — and for being absolutely steadfast in his resistance to being talked out of giving you a ticket.

We now hear (via our new Internet address, L38edit@aol.com) of a marine gendarme apparently cut from the same fabric. On at least two separate occasions, this (unnamed) fellow has sat at the entrance to well-known marinas and accosted boaters for such things as out-of-date registrations, illegible CF numbers and insufficient lifejackets. All of which, though inconvenient to boaters, are certainly legitimate infractions. However, he has reportedly also given tickets for things like improper hailing ports on sterns, expired radio licenses and other things that, as one writer observed, "are none of his damn business." In one instance, a number of Laser sailors were actually made late to the start of a regatta while Mr. Law and Order wrote them up for various things — including the absence of running lights in foggy conditions.

"Running lights on Lasers?" wrote another Internet user. "I'm surprised he didn't require a fire extinguisher and oil-dumping plaque near the required engine, too."

We didn't receive this information until presstime, so weren't able to follow up on any of it. We'll keep you updated if we hear more. Until then, 1) make sure you're all legal if you go sailing and 2) Musto flotation system jackets aren't Coast Guard approved flotation devices.

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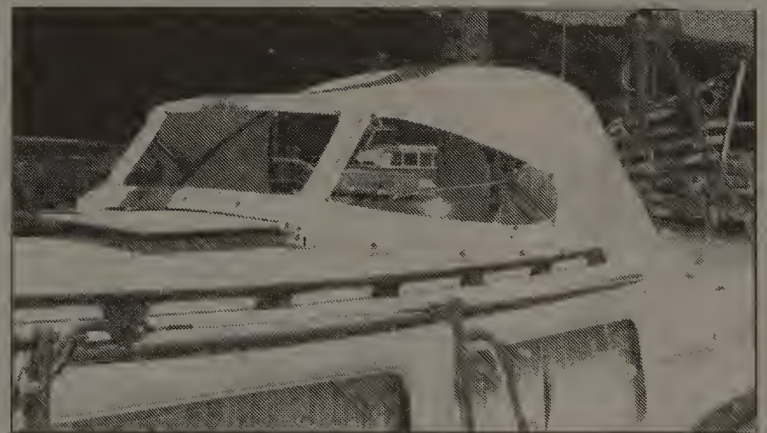
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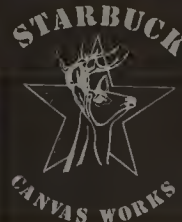
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SIGHTINGS

america's cup-date

By this time next month, there will be only two IACC yachts left racing off San Diego for the most coveted prize in sailing. No matter who wins, though, the best-remembered boat of the 29th America's Cup may be one that didn't even make it past the semi-final elimination round. On Sunday, March 5, during a race against Peter Blake's *Black Magic II*, John Bertrand's new *oneAustralia* broke in half and sank in front of God and everybody.

Judging from the worldwide media maelstrom that followed, your average Iowa beet farmer probably knows as much about this as most sailors. But for those of you only recently released from alien abduction, here's a brief recap.

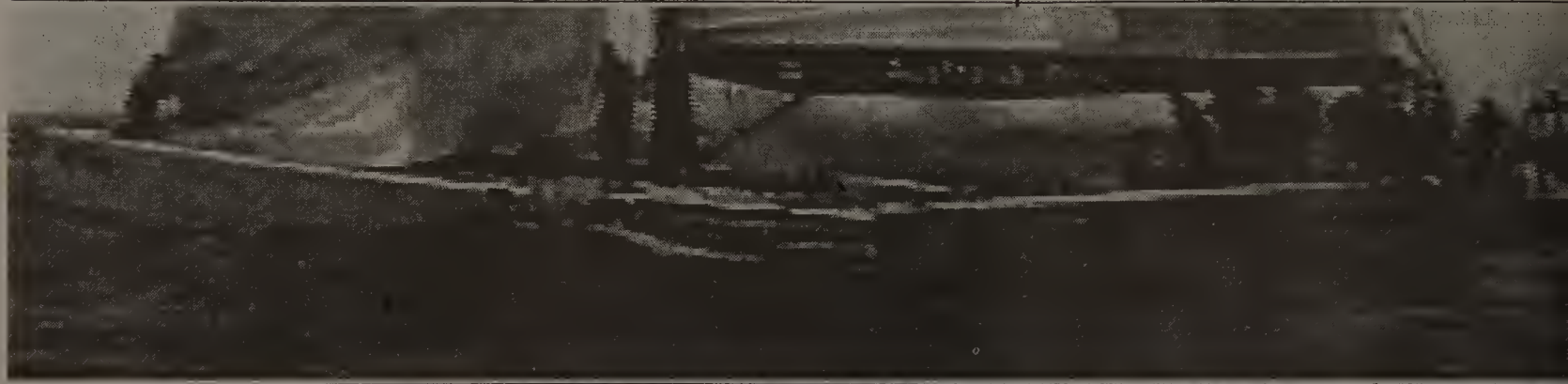
In the wake of one of those numerous storm fronts that in the last three months have deleted the word 'drought' from the California vocabulary, March 5 dawned rainy and blustery. Near the scheduled noon start, the wind was in the low to mid teens and seas were bumpy and confused. Four of the six boats arriving on the Challenger course area — *France 3*, *Team New Zealand*,

why oneOz

With no plans to raise the wreckage of *oneAustralia*, no one will ever know for sure what caused the spectacular failure that led to its sinking. But just about everyone had an opinion. The only ones conspicuously mum on the subject were the *oneAustralia* syndicate themselves. We likely won't hear their version (if we hear it at all) until after the festivities in San Diego are over.

The consensus of opinion from those who should know reveals five possible scenarios: human error (like forgetting to put in a locking pin or something), the hull broke due

continued middle of next sightings page



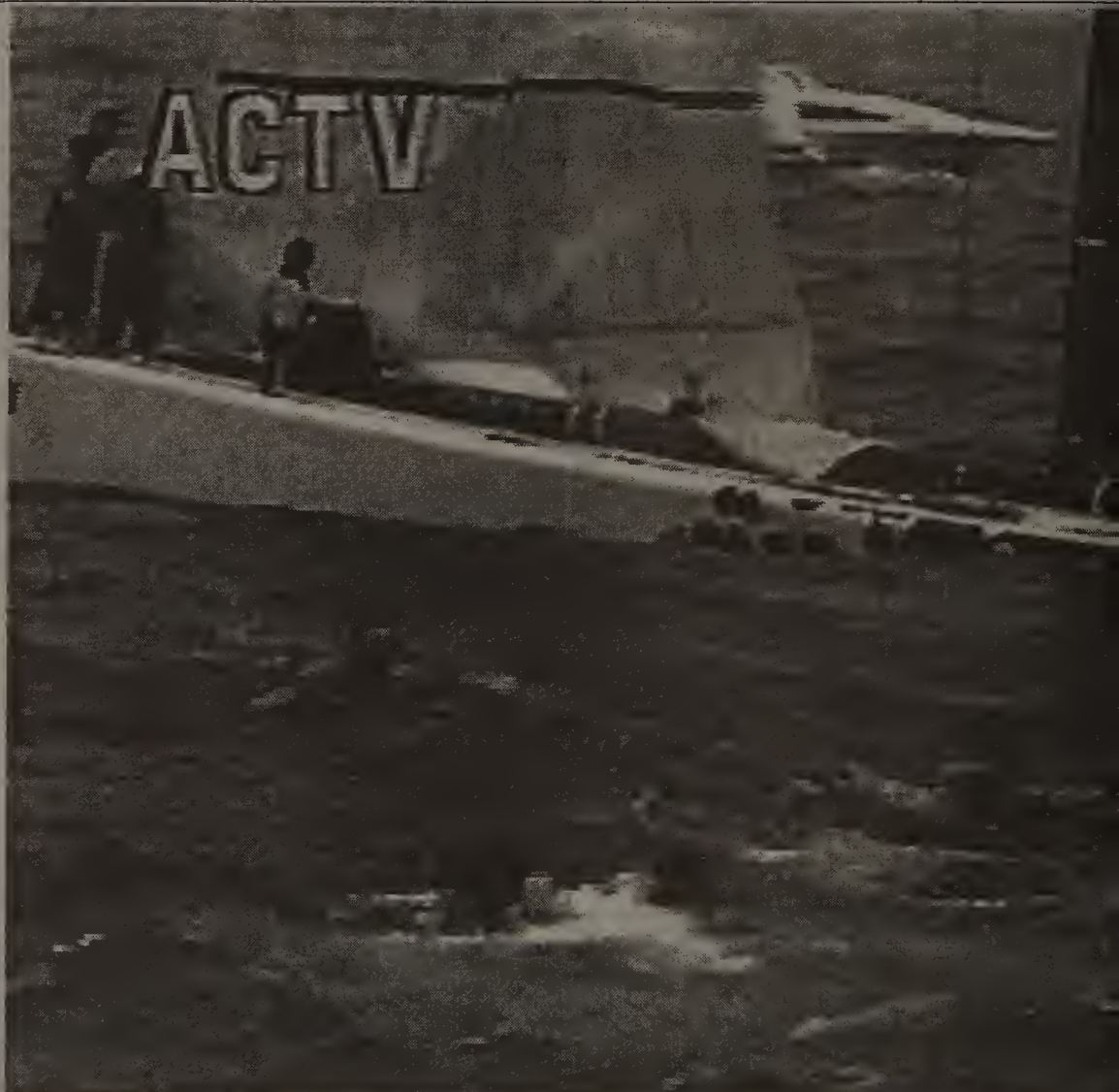
Nippon and *oneAustralia* — appealed to the race committee to postpone or cancel the day's racing.

At issue was the sea state — three-foot wind waves from the south conflicting with a four-foot swell from the southwest. IACC yachts are fragile things even in the best of conditions. Two things they're not designed to endure are wind in excess of 20 knots or bouncy, confused seas. And the day was shaping up to deliver both. But the official forecast called for the breeze to top out at 18 in the gusts. The race committee decided that day 4 of Round 4 would go ahead as scheduled.

Both *oneAustralia* and Team New Zealand's *Black Magic II* had already clinched spots in the Challenger semifinals. Still, this was the matchup everyone wanted to see. The 'black beast' was unbeaten on the water and AUS 35, the new *oneAustralia*, had suffered only one defeat — to the beast in Round 3.

Forty-five minutes into the race, the boats were pounding up the third leg in 20 knots of breeze, with *Black Magic II* leading by three or four boat-lengths. Halfway to the weather

continued outside column of next sightings page



went down under

america's cup-date — cont'd

mark, *oneOz* came off a big wave and the crew heard a loud bang, "like a cannon going off," Bertrand said later. Within its own length, AUS 35 stopped dead in its tracks.

At first, no one knew what had happened. Two crewmen down below thought the rig had fallen. But they continued packing the chute until Bertrand shouted to them to "Get your asses out of there!"

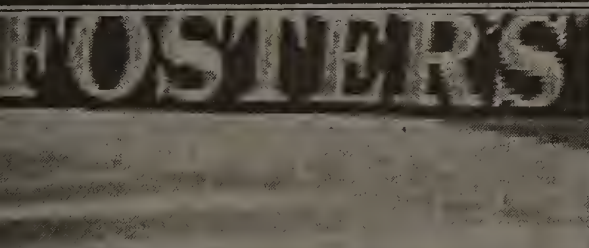
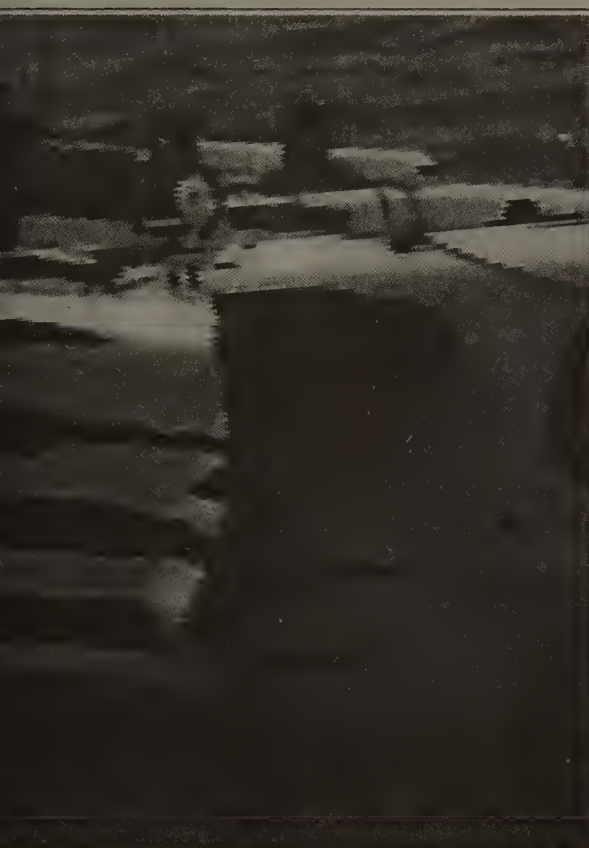
By then AUS 35 had begun to fold up in the middle like a cheap lawn chair. Everyone was so dumbstruck that for a few seconds the only sound was the zipperlike tearing of carbon fiber and honeycomb saying their final goodbyes. Then helmsman Rod Davis turned to Iain Murray, one of the boat's designers, and asked, "Hey big fella. . . are we going to sink?"

Murray looked around. "Yes," he said. "We're going to sink."

The next order of business was clear: get everyone off the boat and away from the danger of getting tangled in the rigging. Bertrand ordered his crew to pull off their seaboots and jump in the water.

There wasn't even time to get to their lifejackets, much less into them. Less than two minutes from the sound of the crack, *oneAustralia* had slipped below

ALL PHOTOS ACT/ESPN/PPL MEDIALINK

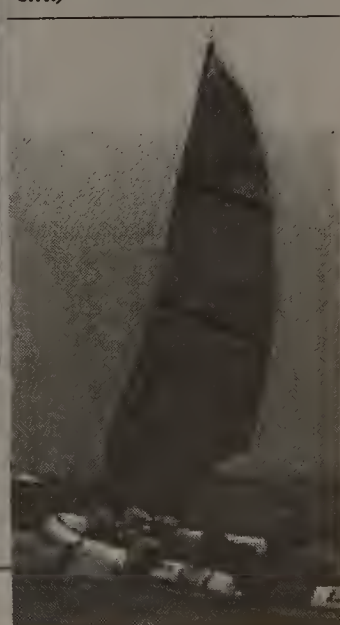


Upper left to lower right: how fast can you blow \$3 million? From bang to bubbles, 'oneAustralia' reportedly took less than two minutes to slip below the surface. (These photos were made from a video feed. Amazingly, no still photographers were present.)

the surface and was on her way to the bottom 500 feet below.

Black Magic II had turned around and stood by, but *oneAustralia's* chase boat was able to retrieve all 17 crew in short order, although not without some consternation.

continued outside column of next sightings page



america's cup-date — cont'd

We're told that fellow doing the swan dive off the bow in the photo sequence on these pages waited until the last second — because he couldn't swim!

The *oneAustralia* syndicate talked briefly with the Navy about mounting a salvage effort — if only for the rig of the \$3 million yacht. But Bruce Farr's office ran some numbers and figured out *oneOz* was probably going about 12 knots when it hit the bottom. That, combined with the pressure, would probably have destroyed anything that was left. (Upon hearing this news, one Chris Dickson fan noted of the Farr-designed *Tag Heuer*, "Dicko's boat would have sank at 15!")

So let's see. Australia's John Bertrand is now up to three significant footnotes in the America's Cup legacy. He is the first foreign skipper to wrest the Cup away from American shores (*Australia II*, 1983). He is the first America's Cup skipper to fall off a boat during a race (in Round 2), and his AUS 35 is the first yacht in 144 years of America's Cup racing to have sunk during a race. Does this guy know how to play the media or what?

More Carnage

While the Aussie team's dramatic DNF overshadowed everything else, they were not the only ones whose boat sustained damage in the heavy going (for these boats, anyway) of March. The same day that *oneAustralia* went down, *France 3* lost the top third of their mast, and *Mighty Mary* suffered a broken ring frame and hull delamination damage. Both *Mary* and *Stars & Stripes* also suffered gear problems, with the latter retiring and the former crossing the finish line under jib only.

Seven days later, PACT 95's boat *Young America* suffered serious structural damage when she punched through a 10 to 12-foot breaking wave on the tow out of Mission Bay and came down hard. The bounce caused massive delamination damage to the forward underbelly and the boat started taking on water. Two pumps were started and the team borrowed flotation bags from the *America*³, *Sydney 95* and *France 3* tenders to help secure the boat. Then, rather than risk pulling a *oneOz*, they waited almost six hours until the tide turned and the surf subsided before being towed back in. Boatbuilder Eric Goetz and a 10-man team worked for nearly 700-man hours around the clock to have the boat ready for the first race of the semifinals.

Oh Yeah, the Racing

In between all the sharpnel whizzing everywhere, there actually was some racing in Round 4. And a good bit of it was as dramatic (well, almost) as the carnage. Foregone conclusions were that Australia and the two New Zealand teams would make it to the semifinals — and that *Sydney 95* and *Rioja de España* would not. The cliffhanger was whether France could snatch the fourth spot from Japan.

And a cliffhanger it was, coming down to the final day of racing on March 8. The bizarre twist of fate that got the French that far was their match-up with *oneAustralia* the day after she sank. Bertrand's team could not ready their other boat in time and France sailed to an easy 5-point win by themselves.

For France to advance to the semis, they had to win their last race against *Sydney 95* and *Nippon 95* had to lose theirs against *Rioja de España*.

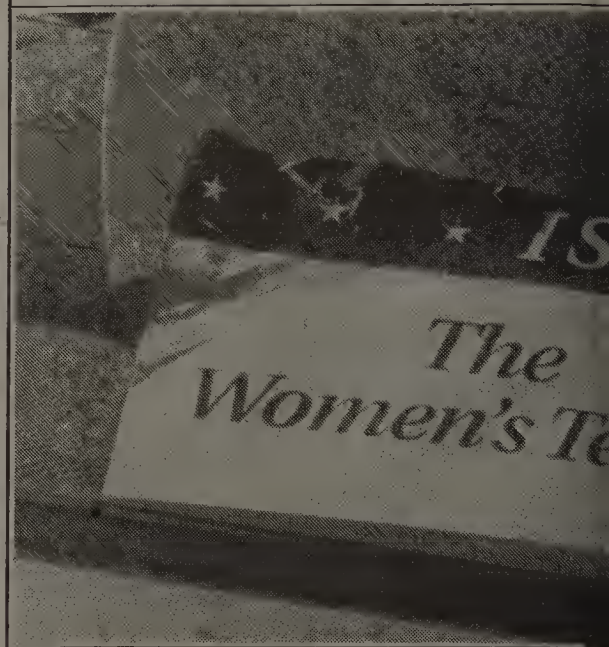
And for a while, it looked like the French Cinderella might get to the ball after all. *France 3* skipper Marc Pajot handily dispatched the *Sydney 95* team while Spanish skipper Pedro Campos held a slim lead over *Nippon*'s John Cutler for four legs of their bout. But Cutler snuck *Nippon 95* inside at the last mark and ended up taking this crucial race by only 13 seconds.

Cumulative point totals for Rounds 1 through 4 of the Louis Vuitton Challenger Series were as follows: *Team New Zealand* — 65; *oneAustralia* — 53; *Tag Heuer Challenge* — 49; *Nippon 95* — 28; *YC Sete* (France) — 25; *Rioja de España* — 14; *Sydney 95* — 13. The four top-scoring boats in this lineup advanced to the semifinals with clean slates, and wins went back to counting 1 point apiece.

In the Citizen Cup Defender camps, *Young America* was the walkaway winner in Round 4, amassing 46 points to Conner's 39 and *America*³'s 21. (The last two days of racing were cancelled due to adverse weather.) All three boats automatically advanced to the semifinals, where wins also went back to counting 1 point apiece. But for winning the elimination rounds, *Young America* carried two points over; *Stars & Stripes* one, and *America*³, none.

continued outside column of next sightings page

down under



Are the bumper stickers coming off your car, too? When you get done burning them in effigy, take a minute to complete our survey below.

to a weird sheeting arrangement, the massive carbon fiber grid that supported the rig and keel broke loose from the hull (causing the hull to fail), the grid itself failed, or something happened to the keel strut(s) causing it/them to crack the hull and the waves did the rest.

If your first reaction to any of this is shock that *oneOz*'s designers/builders could 'allow' it to happen, please read the first letter and response in this month's *Letters* section.

As for how it happened, the speculators point to four events that occurred in the days and hours leading up to the Big Bang.

1. In Round 3, *oneOz* hit something — possibly a whale — that stopped the boat dead. No damage was found (or at least reported), but it could have been the first jolt that weakened the house of cards.

2. On the fateful day itself, on the tow out

late jokes and

At presstime, the word was that both the remains of *oneAustralia* and *France 2*'s keel (which dropped off the boat during practice in mid-February) had been examined in detail by certain, uh, parties of the first part, using sophisticated underwater surveillance equipment.

We can't tell you if this is true or not because no one will admit it. And besides that, it's technically illegal. After all the spying in the last America's Cup, new rules this time around expressly prohibit "the use of divers, submarines or other means to

— cont'd



JIM BACON

from Mission Bay, the boat crashed through some exceptionally large waves.

3. Shortly after rounding its last leeward mark ever, *oneOz* came off another big wave and the crew heard a loud cracking sound. Again, no damage was visible, so they kept going.

4. The 'bloody glove' in this case may be a winch substitution. The port primary winch was out of commission, so the crew had led the genoa sheet aft to the runner winch instead. This introduced a three to four-ton load that neither the runner winch nor the side of the boat were designed to take.

The most likely scenario is that most or all of these factors compounded to cause what happened. As for which triggered the others, you've seen the pictures. Your guess is as good anybody else's.

early rumors

observe or record below the surface of the water."

We doubt if anybody meant 500 feet below the surface, but that's the wording.

No details on what was seen at the *oneOz* site. *France 2's* keel was said to be a fairly standard strut and bulb. It is supposed to have created quite a crater at impact, and is standing straight up out of the bottom like that futuristic monolith in *2001: A Space Odyssey*.

Finally, this month's A-Cup report would

continued middle of next sightings page

america's cup-date — cont'd

Semi-Final Rounds

There were two significant personnel changes on American boats at the start of the semifinal round. The first was the replacement of strategist Ken Read with Bruce Nelson aboard *Young America*. The decision was made because it was felt the afterguard talent was tactics-heavy and boatspeed-light. With the new arrangement, Nelson concentrates on making the boat faster, while syndicate head Kevin Mahaney and helmsman John Kostecki handle tactics. Read will continue to provide input from the PACT 95 tender.

The other substitution was the hot potato of the hour as we went to press. Aboard *Mighty Mary* for the semis — and driving the starts, no less — was Dave Dellenbaugh, an anatomically correct man. Strategically speaking, this was a smart move. Dave also drove the starts for Bill Koch's winning 1992 campaign. And just so you have this straight, he is only the *starting* helmsman. Once the boat is across the line, he hands the wheel over to regular driver Leslie Egnot.

But unless Dave's had some surgery we don't know about, he's a guy! He replaced JJ Isler! What the fudge!? Does this mean The Women's Team isn't 'The Women's Team' anymore? The official word was so sugar coated to the contrary that we went into hyperglycemic shock after reading it and had to be rushed to the emergency room.

Since we've been told not to stress out during recovery, we're going to let you decide this one. If you care one way or the other, fill out the form on these pages and return it to us by the middle of April. The way the semis are going, it's going to be a moot point, anyway, but we still want your opinion.

continued outside column of next sightings page

THE GENDER GAP

1. Pick the one(s) that best approximate your feelings.
 - a. Adding a man to the women's team is a stupid, bogus, sell-out that destroys everything the team has been trying to accomplish.
 - b. The women have already accomplished what they set out to do, which is show that they are capable of competing at this level of sailing. They've earned the right to be where they are, and substitutions at this point — male or female — are nothing more or less than what everyone else is doing.
 - c. If it's still 'The Women's Team,' Dellenbaugh has to dress like one, lose the beard and sail under the name 'Debbie'.
 - d. Adding a man — this man — to The Women's Team is a smart move. He may bring the one strength to this otherwise all-Women's Team that they need to win.
 - e. I knew this would happen as soon as the racing turned serious.
 - f. Who gives a damn? Let's get on with the racing and may the best boat win!
2. Would you feel the same way about your above answer if more men replaced women crew members as the series progressed?
 - a. yes b. no
3. If *America's* should no longer be called The Women's Team, what would be a more appropriate title?

Send responses to WOMEN (Want Our Money Extricated Now!), Latitude 38, P.O. Box 1678, Sausalito, CA 94966, by May 15.

america's cup-date — cont'd

As this issue was going out the door, weather had delayed several days worth of racing in the semifinal rounds. Still, barring some miracle (or another sinking), it was apparent who was going to advance into the final rounds. In the Challenger camp, the undefeated *Team New Zealand* will go up against countryman Chris Dickson for the right to Challenge for the 1995 America's Cup starting May 6. Over on the Defender course, with all due respect to *America*³, it's going to be the young upstarts on *Young America* against the wiley old veteran Dennis Conner. And as we said, by this time next month, only two of those boats will be left to race the final best of nine series for sailing's most coveted prize. See you then.

women's sailing seminar

Neither wind, nor rain nor gloom of day could stay 350 women from attending this year's Northern California Women's Sailing Seminar. The third version of the highly popular series was held March 11 at the Island YC in Alameda.

The all-day event was divided into four time blocks, with six classes to pick from in each block. Attendees could choose from a total of 26 seminars covering a wide range of subjects, including crew overboard recovery, sail trim, sail repair, navigation, spinnaker handling, racing rules, on-board electronics, provisioning and first aid. Presenters included Jocelyn Nash, Sally Lindsay, Linda Newland, Mary Swift, Sally Richards and a number of other well known local women sailors. A welcome new dimension this year was the addition of on-the-water clinics aboard several boats donated by local sailing schools.

Attendees were as diverse a group as speakers. One woman spotted in the *Spinnakerphobia* class, for example, had sailed around Cape Horn — single-handed — but still felt she needed help understanding spinnakers! And proving the word's out on this excellent series, some attendees hailed from as far away as Crescent City, San Diego, even Florida! Thanks to the effort and enthusiasm of the many volunteers that pulled it all together, the day was once again a smashing success — even if the box lunches did get wet.

new beginnings at the end of the road

The narrow road winds down to one of the most picturesque harbors on the West Coast, and ends next to a large wooden shed at the water's edge. The antiquated building with its rough-hewn beams, sawdust floor and piles of seasoned wood is reminiscent of boat houses at the turn of the century, and only the occasional whine of power tools reminds one of the present. But this romantic image is not in Nova Scotia or along the coast of Maine. It's in Noyo, only a three-hour drive from San Francisco. The establishment itself is Makela Brothers Boatworks, possibly the last bastion of traditional wooden boat building on the California coast.

Long the home of the north coast fishing fleet, Noyo is a rare stop for yachts — and an even more unlikely place to find an offshore cruising sailboat in the final stages of construction. But that's just what drew us to the picturesque little harbor a few miles north of Mendocino. The next surprise came when we asked what appeared to be a young assistant at the Boatworks where we might find the yacht's builder and shop manager, only to find we were talking to Howard Makela himself!

Founded in 1946 by Finnish immigrants Nick and Fred Makela, the Makela Boatyard answered the postwar demand for commercial fishing boats on the north coast. Starting with the 44-ft *Condor*, built on the beach at Fort Bragg in 1941 (and still fishing out of Half Moon Bay), the brothers eventually built 14 wooden fishing vessels. Even in the late '70s, in the heyday of west coast fishing, Nick and Fred were still building traditional wood boats while most others were turning to steel. During the later years, the brothers concentrated mostly on haulout and repair work. One of the hardest workers during this

continued outside column of next sightings page

jokes and rumors

not be complete without a compilation of the best oneOz jokes. . .

"There's one thing that goes down faster than an Australian yacht. . . Steinlager!"

— full page ad in a New Zealand newspaper. (Steinlager is one of the main sponsors of *Team New Zealand*.)

no joy

Reader Frank Magnotta was flying over the San Leandro mudflats (on the Fuji blimp, no less) when he spotted the fine example of mud sailing you see below. "The crew was on board and looking like they didn't notice



— cont'd

"Proof that even God believes in the two-boat rule."

"Fosters goes down smooth."
(note the sail logo)

Q. What's the difference between one-Australia and a tea bag?

A. The tea bag stays in the Cup longer.

in mudville

the lack of water," said Frank. "I mentioned 'mud sailing' to another person who sails out of San Leandro and he said, 'Oh, yeah, we do that all the time.'"

new beginnings — cont'd

period was Fred Makela's young son Howard.

Howard took to the trade like a fish to water. By the time he was in high school, he had convinced the local school to give him 'work experience' credits for a half day of school and a half day of work in the shop. After graduation in 1973, he went to work full time alongside his father and uncle.

In between boat repairs, Howard did some work as a cabinet maker and found the time to build his own boat. For the next 18 years, he spent his summers fishing for salmon and winters working in the shop.

In the mid-'80s, Howard took over the business. The repair work was still there but times were changing. With the advent of strict fishing regulations in the late '80s, the industry fell on hard times. Just when it appeared he might have to sell out to a bed and breakfast, one of Howard's old school friends approached him about building a cruising sailboat. Robert Windlinx, currently of Bend, Oregon, had been looking for a salty, seaworthy wooden boat on the used market for several years, but couldn't find the one he really wanted. Soon the former school mates struck a deal.

The design chosen was William Atkin's *Ingrid*. A 38-ft double ender, the *Ingrid* was Atkin's somewhat refined version of the Colin Archer double

continued outside column of next sightings page



SIGHTINGS

new beginnings — cont'd

enders. Heavy, seakindly and stiff, they have a reputation for being safe offshore cruising boats. Among personalized touches, Robert asked Howard to add a pilothouse for use in the Pacific Northwest, as well as teak decks and a solid teak interior.

The result is *Idora*, a boat that would have done Nick and Fred proud — especially since Howard has built the boat virtually by himself. (With due credit going to neighbor and master boat builder Dean Stephens, who drops in occasionally.) Just shy of 40, and despite the fact that *Idora* is his first sailboat, Howard's lifetime of working with wood shows through everywhere you look. The craftsmanship and joinery work rival the best of the old school.

And speaking of the old school, Howard isn't one of these guys who calls up and orders the wood for a boat. Whenever possible, he goes out in the forest and finds it himself. For Windlinx's boat, Howard felled a Douglas fir big enough to provide all the wood necessary for the keel timbers and planking of the boat. Drawing on his connections in the local timber industry, Howard had the tree milled and air-dried. In August of 1993, the keel of *Idora* was laid and construction began.

Launch is set for early April. At this writing, the hull, deck and interior are complete, including engine. Windlinx

plans to finish the boat — spars, rigging, sails, interior furnishings, etc. — in the water and as time and resources permit.

With his friend's boat nearly complete, Howard can get back to work on some fishing boats that have been waiting in the wings. "We have to take care of our old customers," he notes. Then, nodding toward the graceful yacht nearly completed on his ways, he adds, "but we welcome new ones, too."

— john skoriak



JOHN SKORIAK

Above, Howard Makela. Right, 'Idora'.

kings of the deep

Here's a conversation starter for the next lull in the OJ trial — when was the last time you saw an elephant seal on the surface? We're not talking sea lions or the ubiquitous harbor seals that crowd buoys like college students in a phone booth. Elephant seals are those two-ton behemoths that come ashore at Año Nuevo (and other spots) to calve every year. The species is so named because of the male seal's huge, floppy nose which reminds some people of an elephant's trunk.

Ashore, elephant seals behave pretty much like other pinnipeds (and Southern rednecks) — they sleep in late and males spend most of their time cavorting with females and beating the crap out of other males. At sea, however, the elephant seal is a whole other animal, so to speak. Recent research has shown their diving ability is beyond astounding. Simply put, they are the greatest divers of the animal world.

It's now known that elephant seals can descend a mile beneath the surface — water so chilling, dark and bone-crushing that sperm whales barely go half as deep. And the reason you don't see many of them on the surface? While foraging at sea, they spend an average of only 2 hours out of every 24 on the surface. Both feats throw all known theories of diving physiology and oxygen use out the window.

continued outside column of next sightings page

denton

"Do you still maintain that it's illegal to anchor on the east side of the Big Island without first getting a permit?" we asked Honokohau, Hawaii, Harbor Agent Ken Denton over the telephone on the afternoon of March 15. Readers of the March issue will recall that we blasted Denton for telling us during a telephone conversation the month before that it was illegal to anchor anywhere on the west side of the Big Island without a permit. To demonstrate that Denton was wrong, we published the pertinent Hawaiian Administrative Regulations.

But when asked again on March 15, a



redux

clearly unhappy Denton replied, "Just go ahead and print whatever you want."

"We want to print whatever you, as Harbor Agent, say is the law," we responded. "Do you still maintain that mariners must have a permit to anchor on the west side of the Big Island?"

"Where on the west side of the Big Island?"

"Well, are there any areas on the west side of the island where you can anchor for 72 hours without a permit?"

"Check your charts," Denton replied,

continued middle of next sightings page

deep kings — cont'd

This is not to mention their sleep apnea. Apparently to save energy, sleeping elephant seals can simply stop breathing for up to 20 minutes at a time.

Scientists hope that the seals' unusual habits will someday help humans overcome everything from AIDS to SIDS (sudden infant death syndrome). There's just one problem: they're not very cooperative test subjects. Bulls guarding harems ashore have been known to charge, injure and even kill people who venture too close (one tourist was injured along the central coast this year). And they're just as nasty in the water. In fact, when we did an article about the opening of the Monterey Bay Aquarium some years back, we were told the Aquarium wanted a rendering of a swimming elephant seal to join the beautiful fiberglass dolphins and killer whales that currently hang from the overhead. But there were no photos or videos to work from because, as one official put it, "No one's brave enough to swim with one."



JOHN SKORIAK

SIGHTINGS

the incredible hulks

If there's one verity about Richardson Bay, it's that every time there's a nasty blow from the south, one or more derelict boats will end up helpless and/or battered along the Tiburon shore. And that related materials — toxic and otherwise — will often be scattered over a wide area.

With the first boat of the season arriving on the beach, there's the usual curiosity and sympathy from landlubbers — especially if whatever washes up actually resembles a navigable vessel. Such was the case when the sailboat pictured on the opposite page washed up at Blackie's Pasture a couple of months go. Hikers, bikers and assorted others would all stop to observe what they assumed was the drama of a mariner's misfortune.

Now the months have passed. Not only is the hulk still there, it's been joined by a half-dozen others. There's been no indication that any of the hulks will be removed anytime soon.

continued outside column of next sightings page

denton

"they'll show you the depth."

"What does the depth have to do with whether or not it's legal to anchor," we asked, totally perplexed.

"You can anchor anywhere in the Pacific Ocean as long as you have enough line," he replied. It was a smart aleck remark obviously made out of frustration, but it's nonetheless what he said. "I want to terminate this conversation," he then stated, "because you'll write whatever you want to write."

"Then why don't you write down what you think the law is, and we'll publish it? If we print something other than what you



— cont'd

wrote, you'd have proof."

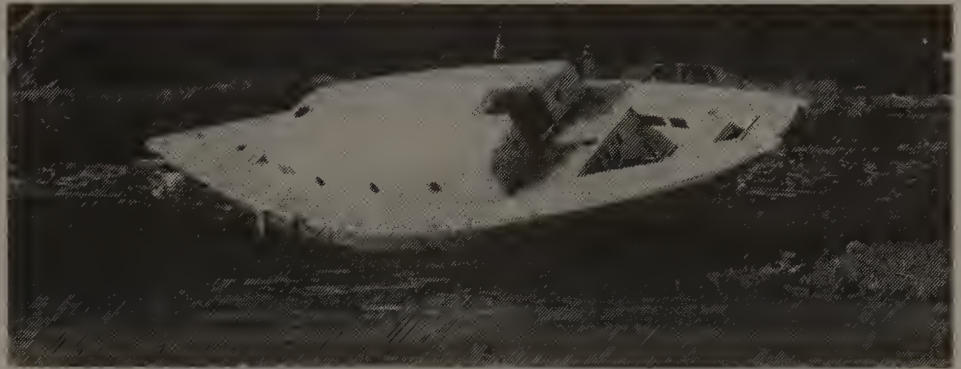
"The state prohibits me from doing that," Denton replied. "Contact Paul Dolan or Dave Parsons in Honolulu. They are the ultimate authorities on this matter."

So ended our conversation.

We'll remind everyone that it was Paul Dolan who sent and highlighted the Hawaii Administrative Regs which state that except for certain specific exceptions, mariners can anchor anywhere for 72 hours without a permit. If you're going to be cruising in the Hawaiian Islands soon and doubt us, you

hulks — cont'd

Compassion is rapidly being replaced with skepticism, and the 'live and let live' sentiment toward long-term anchor-outs in Richardson Bay is being replaced with anger. People are beginning to wonder if they, as taxpayers, are



going to have to foot the tab for the removal of what, on closer inspection, often looks more like junk than navigable vessels.

Why are so many of these 'boats' coming ashore? Who, if anyone, legally owns them? Why haven't the legal owners taken steps to have them removed? Are they going to be removed at all? And is anything is going to be done to prevent the same thing from happening all over again next winter?

These are fair questions. As the first step toward getting some answers, we'd like your opinion. We know this is a relatively isolated instance — Tiburon has always formed a natural catchment for floating debris — but its the principle of the thing that's the important thing here. As such, we'd like your opinion wherever you live. All you have to do is imagine somebody else's junk getting dumped in your backyard every year before choosing one of the following:

A) Lighten up, people. Everything's fine just the way it is. Sure, it's been a tough winter, but the last thing we need is more 'official involvement.'

B) Post notification that all boats not removed within a specified time period, say one week, will be removed. They will then be auctioned off or destroyed with no recourse for owners.

C) Only boats that pass annual safety and sanitary inspections, and can prove they are capable of being navigated to the Bay Bridge and back, should be allowed to anchor in Richardson Bay.

D) Only boats that pass annual inspections regarding safety, sanitation and navigation should be allowed to anchor in Richardson Bay — and they should pay a reasonable fee for the inspection and for the right to anchor in Richardson Bay.

E) No boats should be allowed to anchor in Richardson Bay for more than 72 hours without a permit.

In a related matter, the San Diego Port District recently decided to enforce the laws that prohibit boats from anchoring in San Diego Bay for more than 72 hours. As of June 1, they plan to seize and possibly destroy vessels in violation of the 72-hour limit. Close to 250 vessels are expected to be affected, a good many of them abandoned, derelict or without registration or documentation. Based on a 1992 court ruling, the Port District does have the right to limit anchoring in San Diego Bay.

It's very important to note, however, that in March the Port District also approved the concept of establishing a new nine-acre anchorage in north San Diego Bay "wholly dedicated for cruising vessels". The site, expected to accommodate 45 boats, would be near restrooms, public telephones, parking and land transportation. No mention was made of the length of time a vessel might stay, but 30 to 90 days have been discussed. Stay tuned.

the ides of april

As tax time approaches, BOAT/US reminds boat owners that interest paid on a secured boat loan is tax deductible if the boat meets IRS criteria for a 'second home'.

The IRS defines a second home as having "basic living accommodations

continued outside column of next sightings page

ALL PHOTOS NICHOLAS SPINDLER



SIGHTINGS

ides — cont'd

such as a sleeping space, toilet and cooking facilities." A secured loan is one in which a lending institution holds the boat as collateral. Interest on the loan should be reported on the federal income tax return, Form 1040, Schedule A, line 9b — "Other Interest." Some lenders provide a Form 1098 reporting interest paid, but it's not required in order to qualify for a deduction.

For more specific information, boat owners should consult their own financial or tax advisor.

long time coming

*They called it the thing that couldn't be done,
So with nary a qualm nor a quiddit,
He took off his shirt, and tackled the thing
That couldn't be done — and he did it.*

Back in 1977, Al Canterbury started building a boat. Admittedly, things weren't going so well at the time — he'd lost his job, was having personal

continued outside column of next sightings page

denton

can contact Dolan at (808) 587-1972 — although he has plenty of work to do and would prefer not getting deluged with calls on the subject.

As for Denton accusing us of "writing whatever you want", more than a few people — both private citizens and in government — have been aware of Denton's unusual interpretation of the law.

Everybody we've talked to hails Denton as being a really great guy — but that doesn't change the matter. We clearly heard him state and then restate the claim that mariners cannot anchor *anywhere* on the west side of the Big Island without a permit. And that if they did, the Coast Guard or Marine Patrol would pay them a visit. If the mari-



— cont'd

asserted, they'd be subject to a large fine.

We don't care how nice any government official is, we're certainly not going to back off and let him/her deny citizens their rights under the law. We stand by our original story — and hope we can now all move forward.

By the way, we've had the opportunity to speak with a large number of Hawaiian harbor agents in the last year. They all have a tough job in that the amount of facilities they oversee always falls short of the demand. But all except one were willing to indicate that they had a flexible 'island style' outlook on things. In other words, they didn't intend to be precise about time limits — unless, and this is a *big* unless — they feel you're planning on homesteading with your boat.

Al and Judy Canterbury with 'Vinho Verde'.



LATITUDE/JR

long time — cont'd

problems and the bills were piling up. But he had his dream of building a boat with his own hands and sailing it to the South Seas. So he backed the car out of the garage, broke out the set of plans he'd sent for earlier and set to work.

Eighteen years later, Canterbury paces around the San Francisco Boatworks yard like a nervous father in the delivery room. It's an appropriate analogy, for this bright March day is the day *Vinho Verde* ("green wine") will finally be launched. He has already checked and double-checked everything on the tiny 19-ft Bruce Roberts sloop. But he checks it again. The nervous father confesses he had a recent nightmare that the boat would come off the Travelift and just turn over and sink.

A small group of friends gathers round as Al's wife Judy cracks a bottle of champagne on the bow. A few words are said and the Travelift starts toward the water. The launching goes smoothly. *Vinho* floats right side up.

"This project turned my life around," says Al, standing proudly in the cockpit of his creation. And his visitor is struck by the sincerity of the remark. The boat not only provided the therapy to get him through some hard times, but the knowledge he gained building her — most of it derived from books — led directly to his current employment as a carpenter/shipwright for the Maritime Museum's fleet of historic ships at Hyde Street Pier.

Al's dream took an odd detour about halfway through the project. By that time, he'd been going out for a while with friends on their boats. The idea was to learn the ropes, but what Al learned instead is that, well, he didn't like sailing.

The *Vinho* project barely faltered. But it did get modified. In place of the normal rig and sails, Canterbury installed a short tabernacle mast for his various antennas and wind instruments. The outboard in its aft well would provide all the motive power he needed.

The end result of his labor — a labor of both love and need — is one of the most unique craft we've seen. It is equal parts pocket cruiser, fine furniture and work of art. A swirl of cold-molded mahogany, intricate joinery and salty scrollwork, the jaunty little sloop is a delight to the eye. Especially the eye of its owner.

There will be no South Seas trips on this little boat, Canterbury admits without apology. But that's okay. He plans the "next best thing" — keep the boat over in exotic Marin where he can use it as a weekend getaway, complete with two bunks, galley, nav station, even a VCR.

"There were a lot of people along the way that said this boat would never happen, that I'd never finish," says Al, saying goodbye to his visitor. Suddenly his moustache curls into a smile. "I hope every one of them reads this issue."

decisions, decisions

To race, or not to race — that is the question.

If you're strictly a cruiser, you have our permission to fast-forward to the next page. If you're just a casual club racer, we suggest you check out the *Calendar* for the tasty menu of 19 different beer can series that begin this month. But if you're a 'real' racer, or if you want to become one, the following overview of the various San Francisco Bay summer racing venues is for you.

To oversimplify a bit, there are three organizations which all 'real' racers should join before signing up for any of the following series: 1) a yacht club (which can be an almost-free paper club such as BAMA or SSS, or the 'full Ritz' at institutions such as the St. Francis); 2) US Sailing (\$35/year, most of which you'll get back in 'differential' entry fees over the course of the year); and 3) YRA (\$45/year, which includes a PHRF certificate and various mailings).

Theoretically, you must belong to a yacht club to race in YRA (though we're unaware of this ever being enforced), but membership in US Sailing remains strictly optional. You can dodge those expenses, but there's no way around the fact that membership in YRA is now mandatory for all their races (everything that follows except SBRA, SSS and ODU). It's a convoluted way of charging more money for the upcoming season, and it's created a ton of paperwork and chaos in the YRA office — but that's a story for another day.

continued outside column of next sightings page

decisions — cont'd

Anyway, here's the line-up for the summer. Good luck on the race course — and here's to hoping we meet you this fall when we feature the season champions!

Handicap Divisions Association (HDA) — 12 buoy races for six monohull and one multihull divisions using the PHRF handicapping system. The number of divisions has been increased by one to accommodate anticipated spillover from the now-defunct IMS group. The season begins with the Vallejo Race and runs through September 23. Deadline for entries is April

continued outside column of next sightings page

heavy metal

There will always be a segment of purists for whom the only 'real' boats are those made of wood. Not that there's anything wrong with that. Wood continues to be an important part of the nautical heritage and makes for some beautiful boats. Wooden boats even enjoy some advantages over other mediums: their bottoms don't blister, they have more 'warmth' and 'substance' than most of the tupperware sailing around



thunder

out there, and if you get shipwrecked somewhere in the Aleutians, you have a built-in supply of firewood to keep you warm until rescuers arrive.

Metal boats also have advantages, including The Advantage — collision survivability. Whether you're grounding, involved in a collision or plowing into a container some dark and stormy night, aluminum or

continued middle of next sightings page



LATITUDE/ROB

decisions — cont'd

6; fee is \$110. Obviously, you must have a current PHRF certificate to race in HDA (the PHRF committee meets the third Thursday of every month). President, Mike Mannix, (510) 263-4218.

International Measurement System (IMS) — After an 8-year uphill battle, the local IMS scene has finally expired. May it rest in peace, alongside the CCA rule and the IOR. The only IMS racing now left on San Francisco Bay (and virtually the entire West Coast) is the grand prix division of the Big Boat Series. The local consensus seems to be that IMS is a good rule in theory, but pretty grim in practice. Nationally, IMS is holding flat after declining last year — strongholds appear to be the Great Lakes and the upper East Coast.

Wooden Boat Racing Association (WBRA) — Reliable Bay racing for Bears, Birds, Folkboats, IOD and Knarrs beginning on April 22. Participants must be members of their respective class associations; \$110 entry fee includes membership in US Sailing (the woodies are a 'Golden Anchor' group, i.e., 100% participation in US Sailing). Deadline for entries was March 31. Chairman, Tom Allen, 474-7474.

Ocean Yacht Racing Association (OYRA) — Eight ocean races (four in the spring, four in the fall) for MORA (PHRF under 31 feet), PHRO (PHRF over 31 feet), SHS (shorthanded for monohulls and multihulls) and CRUZ (motor allowance). The revised schedule includes two overnight raft-up races (Drake's Bay and Half Moon Bay), a new overnight race ('Hard Day's Night') and five other races of various lengths. From the participation at OYRA's spring seminars (which averaged 75 attendees), it looks like ocean racing may finally make a comeback this summer. Minimum safety requirements must be observed. Single race entries (\$25 for the first race, \$50 thereafter) are eligible for trophies, but will not be counted in the season championship. \$125 entry fee; deadline was March 31. Don Lessley, 765-3580.

One Design Classes Association (ODCA) — One design racing for 25 different classes, including J/105s for the first time. Each class devises a customized schedule of about 10-12 races beginning with the Vallejo Race (May 5-6). To race in ODCA, you must be a member of your class association. Deadline for entries is April 6; fee is \$110. President, Jack Easterday, (510) 523-3581.

One Design Union (ODU) — A brand new association consisting of about 100 boats in five of the hottest fleets on the Bay — 11:Metres, Melges 24s, Express 27s, J/24s and Etchells. The group is currently struggling to define itself — issues include whether to become a 'charter group' in YRA, blow off YRA entirely, or some compromise solution. With each of the fleets championing their own agenda, at the moment it's hard to say exactly what's going on with ODU. Their schedule consists of pre-existing 'stand-alone' regattas (e.g. Leukemia Cup, Resin Regatta, Elite Keel, Memorial Day Regatta, NOOD, etc.) and there are no additional membership dues on top of the entries in these regattas (nor are there overall trophies). President, Don Nazzal, 594-0182.

Small Boat Racing Association (SBRA) — Dinghy racing in four divisions for 21 classes, including 470s this year. The Portsmouth Rule class has been catching on locally, and has been expanded to five venues this season. About the only other news in SBRA is that the popular Clear Lake Regatta will now be held at the Riviera Yacht & Golf Club Marina instead of the Konocti Harbor Inn. No deadline for entries; entry fee is a bargain at \$30 for seniors and \$10 for juniors. Chairman, Peter Saitta, (408) 264-SAIL (7245).

Singlehanded Sailing Society (SSS) — Despite the name, this large (150 members) and active association runs both single and doublehanded races. They sponsor five annual races, as well as the Singlehanded TransPac in even-numbered years and the LongPac in odd-numbered years. The Three Bridge Fiasco and Singlehanded Farallones have already occurred; remaining races are the Corinthian Race (6/17), the South Beach Race (7/15) and the Vallejo One-Two (10/14-15). Individual races cost \$30 to enter, while a membership in the Society, which includes a 'season pass' to all races, is \$100 (or \$118 if racing in YRA as an SSS member). Valid PHRF certificates are required. Commodore, Shama Kota, 332-5073.

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new tricks for the auld mug

What you're looking at is called ASCII ("ask-ee two") art. It's art made by characters that can be typed onto a typewriter or teletype machine, and sent via email and other forms of text communications. It's kind of an ultra-low-

tech, lowest-common-denominator format for sending pictures from one computer to another.

We didn't know what ASCII art was either until *Latitude* finally got its own account on America Online (our editorial department's email address is L38edit@aol.com) and the picture you see here began to appear on our screen about once a week. It's the opening screen for an online newsletter called the *America's Cup™ Free Press*.

Why the "TM"? It seems the words 'America's Cup' and the image of the auld mug itself are trademarks owned by a company called America's Cup Properties, Inc. This corporate claim to ownership of the words and image that have been in common use for so long, and the assertions that America's Cup 95 (owner of ACPI) that can regulate the use of the words and image — even on computer bulletin boards and newsgroups — has provoked more than a little bit of controversy in sailing cyberspace. The *America's Cup™ Free Press* is billed as a "subversive private email list dedicated to returning the words and image of the Cup to the public domain."

Subversive and dedicated. We liked the sound of that right off the bat.

The newsletter, which has grown by leaps and bounds over the last half-dozen issues, also includes off-the-record news, rumors, gossip and technical briefs — 90% of it Cup-related. For the more artistically inclined, there's poetry, short works of fiction, even songs. These latter include *Oh, They Built the oneAustralia* (sung to the tune of *Oh, They Built the Ship Titanic*) and *I Am the Captain of the Stars & Stripes* (sung to the tune of *I Am the Captain of the Pinafore*).

The newsletter originates from an online persona called 'fishmeal', who signs off all communications with "call me fishmeal." (Rhyme that with 'Ishmael' and you, too, can hear Herman Melville rolling over in his grave.) Turns out fishmeal is really Paul Kamen, a contributing editor here at *Latitude*. Asked if he really believes his newsletter will achieve its goals, he said, "It's the process, not the result, that's important here. In an environment where almost every scrap of news comes from 'official' press releases and media centers, there's a niche for an alternative conduit for news and rumors — especially those dealing with the financial aspects of the event — that's big enough for a white whale to swim through."

You can subscribe to the *America's Cup™ Free Press* simply by emailing fishmeal@netcom.com. It's free (unless you have to buy a computer). Other sources of online Cup info include the USENET newsgroup rec.boats.racing, and the official AC95 web site at <http://www.ac95.org>.

short sightings

SAUSALITO — An \$11 million facelift for downtown Sausalito was endorsed in concept by the City Council in March. Among the many ideas submitted was that of a 350-ft municipal pier, which would be erected next to the Sausalito YC. The goal of the project is to reverse an economic slump caused by a sagging tourist trade and residents who aren't patronizing downtown shops and restaurants. Our suggestion: take out the #@*& parking

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thunder — cont'd

steel is much more forgiving of human error than any other building material.

The trouble with metal boats, at least from our perspective, is that we don't see that many of them locally. And unlike wood or fiberglass, we're aware of only a very few organized groups or events targeted at metal boats and boaters. All of which makes it hard to form any, uh, solid opinions.

Happily, all that is changing — at least on the West Coast. The Washington-based Metal Boat Society has hosted an annual Metal Boat Festival every August since their formation in 1987. They also used to publish a sporadic newsletter, which has been taken over and much improved by new editor Michael Kasten. If Volume #1 — the Winter 1995 edition — of the new quarterly is any indication, we'll be learning a lot about metal boats and their owners and builders in the months to come.

Kasten's inaugural issue contains 20 pages chock-full of insight, information and humor. Among subjects addressed are the best ways to seal an interior, how to 'bond' a metal boat against electrolysis, opinion pieces by designers John Atkin and Tom Colvin, and a line drawing of Atkin's *Little Maid of Kent*. Good stuff.

Subscriptions to MBQ are included with memberships in the Metal Boat Society. Those start at \$20 for U.S. applicants. For more information, contact Michael Kasten, *Metal Boat Quarterly*, P.O. Box 991, Port Townsend, WA 98368; (360) 385-6401.

close call

"My first thought was, I'm going to die — and I'm going to take a lot of people with me." So spoke Captain Don Hughes, the San Francisco bar pilot guiding the chemical tanker *Mundogas Europe* through the Golden Gate when the ship lost steerage.

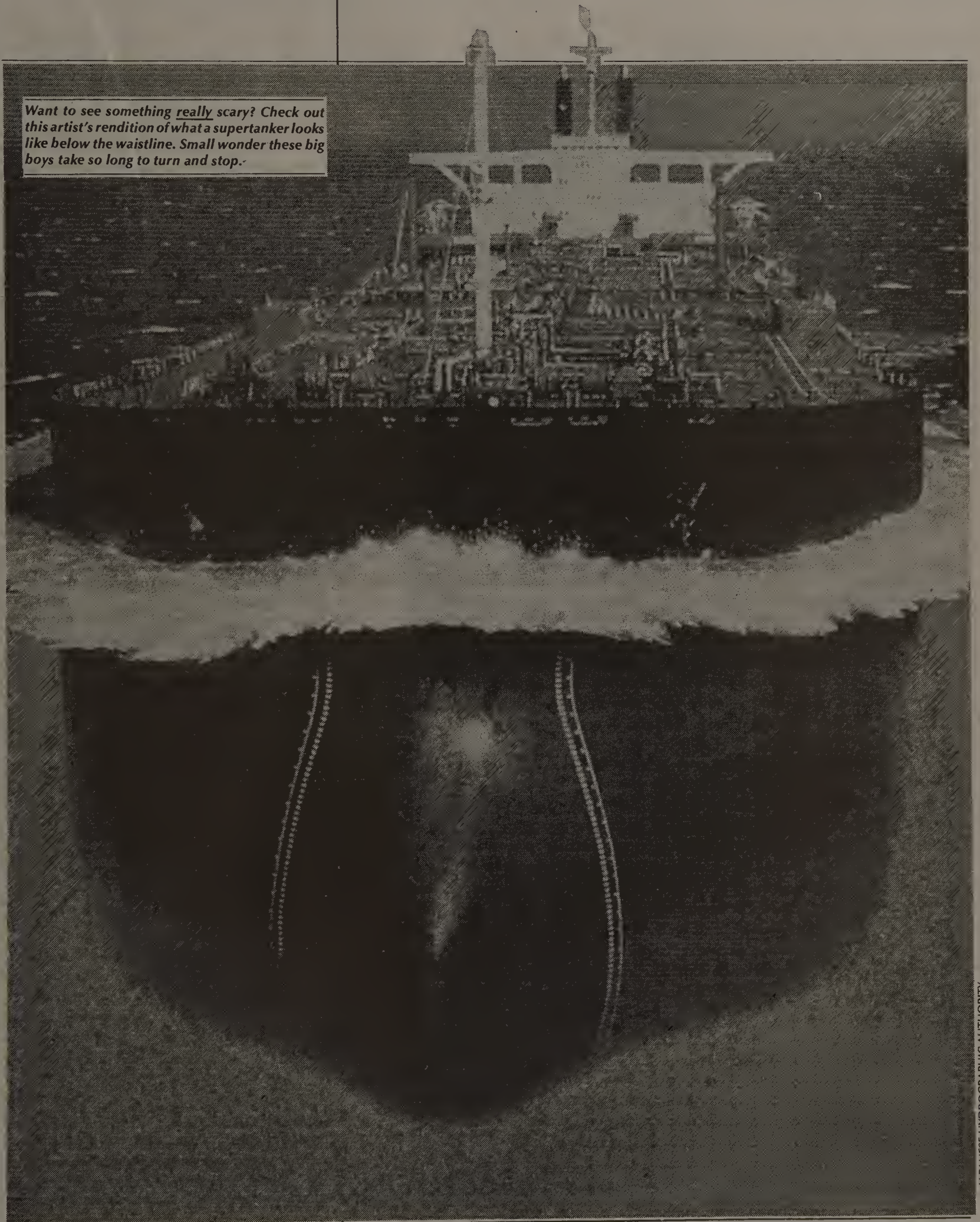
What he doubtless envisioned was a maritime disaster of epic proportions — a tanker laden with toxic chemicals smashing into the South Tower of the Golden Gate, possibly bringing down the roadway and spewing a deadly cloud of anhydrous ammonia into the prevailing westerly blowing straight toward San Francisco.

On Sunday, March 11, it came within a quarter mile of happening.

The incident occurred about 9:30 p.m., as the 561-ft Liberian-flagged tanker was entering the Bay. Hughes immediately ordered the ship's propellers thrown into reverse and the anchor dropped. The pilot later told his supervisor that the ship was close enough to shore to hear waves breaking before the dragging anchor took hold and stopped the

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Want to see something really scary? Check out this artist's rendition of what a supertanker looks like below the waistline. Small wonder these big boys take so long to turn and stop.



shorts — cont'd

meters and ask restaurants to add real-world prices to their menus.

BARBADOS — We joked, we wisecracked and we ridiculed — and we weren't alone — but that Frenchman attempting to swim across the Atlantic actually *made* it, coming ashore in Barbados nearly eight weeks after diving into the surf off West Africa's Cape Verde Islands. But before we eat our words, you should know that Guy Delage, a 42-year-old flying instructor actually only swam about 10 hours a day. The rest of the time he spent aboard his 15-ft life-support raft, cooking, listening to the radio and, ahem, playing computer games. In fact, his support team acknowledged that he actually made better progress at night when he *wasn't* swimming, and that he swam "substantially less" than half the 2,400-mile distance. Maybe the French newspaper *Le Monde* had it right after all when they noted, "The venture puts Delage in that book of records somewhere between world accordian champion and the person who can eat the most snails."

LAKE TAHOE — For boaters, summers at Lake Tahoe have been a bit of a sticky wicket for the last few years. With the lake sinking below its 'natural rim' levels for 8 of the last 10 summers, piers sometimes end up several boatlengths from the water's edge. Other marinas have needed serious dredging to stay open. But not this year. The big storms of '95 and a snowpack more than 160% of normal at this writing ensure that Tahoe will enjoy its first full summer at 'normal' levels. In fact, it's actually expected to be up to about 6,225 feet, two feet above the natural rim, by midsummer. The only ones not overjoyed with this situation are beachgoers: As the lake grows, those big expanses of sand grow ever smaller.

THE GOLDEN GATE — We have mentioned a number of times how, in the course of compiling our *Coast Watch* feature, we are shocked at the number of people who jump off area bridges. The Golden Gate, of course, is the mother of all suicide bridges in this neck of the woods. In the year and a half or so we've been doing *Coast Watch*, an average of two people a month jump off it. In the reports we've read, maybe 1 in every 10 survive the fall and most of them don't make it to the hospital.

January 31 saw a 43-year-old woman, Carol, become one of the 'lucky' ones, if you can call it that. After bridge authorities received a report from a motorist of a woman acting strangely, Sgt. Richard Ebert of the Golden Gate Bridge Authority started up the bridge walkway. (Almost all jumpers go off the Bay side of the Bridge.) It was morning, and the bridge was wet with moisture. He soon found a set of wet footprints that led to the railing and disappeared. He peered over the railing and there was Carol, hanging upside down, her arms and legs over a pipe. Ebert told her to hold on and he'd get some help. She said, "Tell my mother I love her" — and let go.

Shocked, Ebert and several other bridge workers ran to the tower and rode down on the elevator. When they got to the bottom, they flung the door open expecting the worst. But there was Carol, swimming around inside the moat, virtually uninjured. We hope she's taken the episode as a sign that life's worth living.

SAN DIEGO — If you're down San Diego way in the next few months and are as burned out over the America's Cup as we're all getting over the OJ trial, you might check out what's playing aboard the *Star of India*. Back for a second year is the rare treat of watching movies aboard the Maritime Museum's historic tallship, under the stars — and projected on the sails! All movies shown aboard are classics of the sea (well, at least Hollywood's perception of 'the sea'), starting with Burt Lancaster swashbuckling through *The Crimson Pirate* April 14-15. Other films in the series include *Blackbeard the Pirate* (May 19-20), *Captain Blood* (June 16-18), *Captains Courageous* (July 21-23) and *Hook* (August 6-7). Tickets run \$10 for adults, \$7 for kids 12 and under, and the museum serves Mama Ghio's clam chowder and a full cappuccino bar on board. Last year's shows were all sold out, so if you're interested, be sure to buy tickets in advance. For more information, call (619) 234-9253.

continued outside column of next sightings page

close

ship about a quarter mile short of the South tower. Four tugs responded to emergency calls from the *Mundogas Europe* and towed it to safe anchorage south of Yerba Buena.

The incident raised questions about the adequacy of tanker safety regulations. Cur-

coast

With all the flooding of last month, it seems like the Coast Guard was as busy pulling people off roof as they were aiding mariners in distress. Here are a few of their more interesting cases.

February 15 — A 406 EPIRB hit was received from the 17-ft sailing vessel *Ruddy Duck*, which had departed Punta Lobos, Mexico, on February 12 with one person (and one dog) aboard. While arrangements were being made for assistance from the Mexican Navy, SARSAT satellites missed three passes and the 'site' closed. Due to inclement weather and the size of *Ruddy Duck*, the Coast Guard decided to continue the search effort, launching a Falcon jet while the Mexican Naval ship *Ignacio de la Llave* left from Guaymas. The Falcon located *Ruddy Duck* underway and safe, and vectored the *Llave* to the position. The solo sailor told authorities he had gone through a squall the previous day. Afraid the boat might swamp, he activated his EPIRB. When the squall subsided and the situation stabilized, he turned off the EPIRB.

February 17 — The Coast Guard received word of an injury on board the fishing vessel *Friendship II*, located 210 miles southwest of Point Conception. A 46-year-old fisherman had been attempting to remove the hook from a shark he'd caught when the shark chomped down on his foot. A flight surgeon recommended the vessel proceed to port immediately. The vessel arrived in Ventura the following night and the injured man was transported to the hospital.

February 19 — A man aboard the whale watching vessel *Hornblower* off San Diego amputated the tip of his ring finger in a door jamb. A 41-ft Coast Guard utility boat assigned to the America's Cup course diverted to conduct the medevac.

February 21 — District 11 headquarters in Long Beach received word on this Tuesday of a man overboard off the commercial vessel *Joviality* about 35 miles west of Pt. Eugenia, Mexico. Although the *Joviality* was conducting a 10-mile radius search around the MOB position, the master was not formally requesting Coast Guard assistance because he believed the crewman may have jumped intentionally. The porthole in his berthing area was open and he didn't take his PFD. The Coasties had a helicopter

— cont'd

rently, tankers carrying any sort of petrochemicals (including natural gas) are required to have tugboat escorts when entering harbors. Ships carrying hazardous chemicals are not.

Yet.

watch

overfly the area anyway, but neither they nor another ship transiting the area found any sign of the missing crewman.

March 7 — Following a traffic accident on the San Mateo Bridge at about 11 a.m., a 35-year-old man got out of his car, took off all his clothes, climbed to the highest point of the bridge (140 feet off the water) and jumped. A Coast Guard helicopter diverted from another mission and a 41-footer was launched. The man was located by the helo and recovered by the 41-footer, suffering from shock and mild hypothermia. He was otherwise okay.

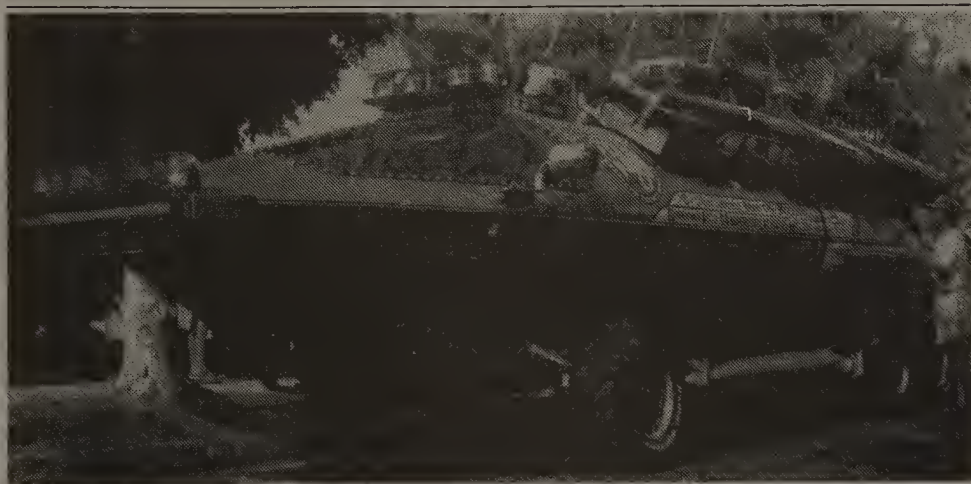
March 9 — For the second time in two months, the Captain of the Port of San Francisco closed the entrance to San Francisco Bay to commercial traffic because of weather. Swells in the entrance were 11 to 14 feet and the wind was blowing 25 to 35 knots with gusts to 45. The Bay was closed to shipping for the same reason on January 6. The last time it was closed before that was 1982.

March 10 — It soon became apparent that the man calling from the powerboat *Never Neverland* wasn't exactly playing with a full deck. He called both Group Los Angeles and Group San Diego requesting help — but wouldn't give either of them his position! The Coasties tried to talk the guy in, as inclement weather was predicted, but he wouldn't have any of that, either. The cutter *Chase* happened to be operating in the general area of the radio signals, so it started a search. A helo joined in and they finally located *Never Neverland* the next morning near San Clemente Island. The *Chase* escorted the powerboat toward San Diego, but when the cutter *Point Bridge* came out to relieve the *Chase*, the skipper of *Never Neverland* tried to ram the *Point Bridge* — twice! At that point, the Coasties boarded the powerboat and took the skipper into custody. He was turned over to the Avalon Sheriff's Department who later handed him over to his doctor's care.

March 15 — About 5:30 p.m., the Golden Gate ferry boat heading to Larkspur went by a sailboat in the Bay and the ferry wake knocked the solo skipper off the boat. The ferry stopped and rescued him, then transferred him to a Coast Guard 41-footer. The boat was located and towed into Gas-house Cove. The man was released to EMS personnel suffering from mild hypothermia and a possible fracture of the right elbow.

shorts — cont'd

SOMEWHERE 'OUT THERE' — Look! Out there on the water! It's a bird! It's a plane! It's a . . . a . . . milk truck? Anyone following the nautical news has doubtless seen photos of Rick and Karen Dobbertin's *Perséverance*.



'Perséverance' in terrestrial mode.

If you haven't, take a look. The New York couple spent four years building the huge amphibian, which started life as a 1959 Heil milk tanker, of the kind more normally found wizzing the nation's highways behind semi trucks.

Anyway, cruisers Carlos and Maritke Valencia ran into the Dobbertins in Cartagena, Colombia, and sent the following photos. They also played Roving Reporters, finding out such tidbits as you have to crawl on your belly to get to the galley and sleeping areas, highway speed tops out at about 45 miles an hour, and the biggest problem so far is flat tires. *Perséverance* reportedly pops one about every 60 miles. Also, the beast has caused numerous accidents — not from irresponsible driving, but from rubberneckers looking at the big vehicle rather than where they're going!

When it came time for the passage to Panama, 50 to 75 cruisers gathered around the 'orbiter', as the Dobbertins call it, expecting a slow, subtle, stern-first launch. Instead, writes Maritke, "*Perséverance* sprang to life and leapt ahead at full throttle into the water. Needless to say, we former trailer sailors were surprised!"

At last word, *Perséverance* had made it to Panama and was transiting the Canal. It's future track around the world will bring it through Central America, Mexico, the U.S. West Coast, Canada and Alaska.

We don't know if *Perséverance* will arrive in San Francisco over land or over water — the trip so far has been about half of each. But we'll tell you what, as soon as we know, we'll run up the nearest clock tower with our lanterns and let you know.

How does that go? One if by land, two if by sea....

MONTEREY — Shortly before this issue went the printer, Monterey health officials put out the word that beachgoers should avoid sea water because of contaminants — such as raw sewage and hazardous chemicals — that may have been washed in by the flooding caused by last month's rains. Activities targeted included swimming, surfing, snorkel or scuba diving, "or any other activities involving contact with sea water," which, pretty much means everything except parking the car.

SAN FRANCISCO — For polluting San Pablo Bay with more than 14 million gallons of inadequately treated waste water since 1993, state regulators last month slapped Pacific Refining Company with \$250,000 in fines. And it was hardly an isolated incident. Investigators reportedly verified at least 103 incidents of the Hercules-based company dumping the poorly treated water.

YOUR LOCAL MARINE OUTLET — April Fool! Put down those pens and take back those nasty telephone calls, folks. That notice in *Calendar* about a big price increase and other 'improvements' to *Latitude* was a big joke. As if we possibly could improve! HA HA HA. . . that's a good one.

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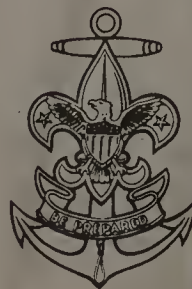
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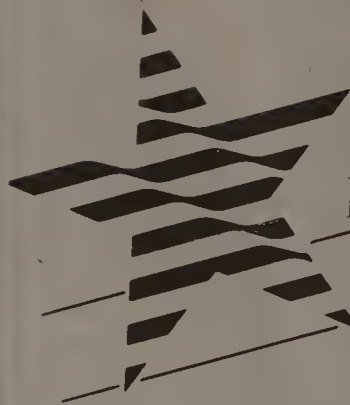
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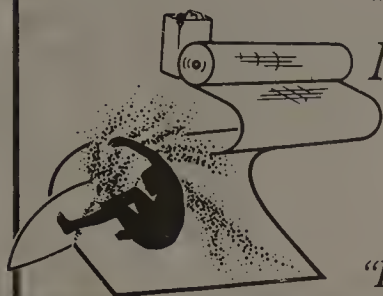
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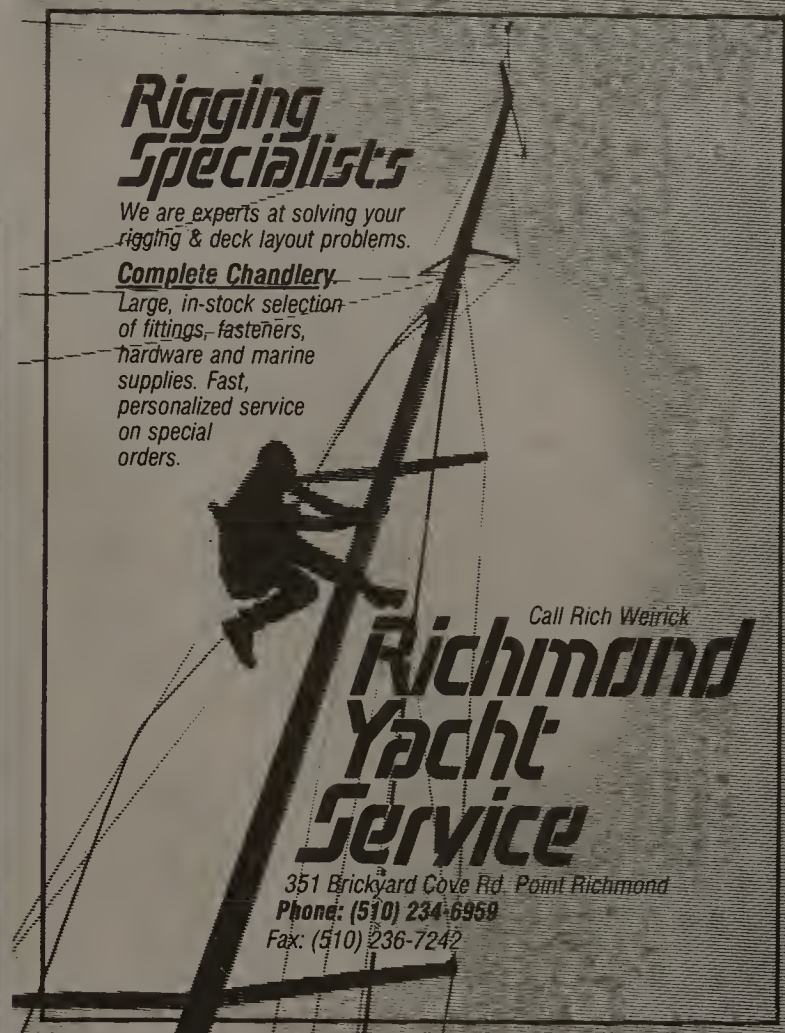
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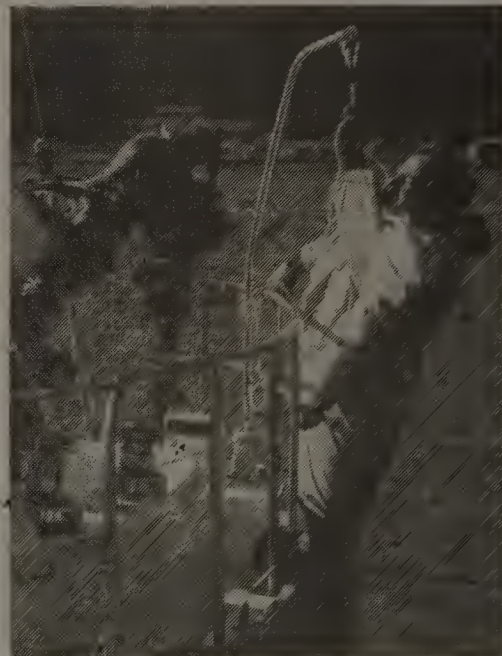
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CHUCK'S EXCELLENT

Like thousands of other sailing aficionados, I have dreamt of sailing in the America's Cup, shoulder to shoulder with the best sailors in the world. And, like everyone else, I realized that my skill level made it pretty damned unlikely. And I certainly don't have

some and personable, he made me feel at home from the start.



CHUCK HAWLEY

the resources to get a ride as the 17th man.

So I was totally unprepared when Randy Repass, founder of West Marine and my boss for most of the last 18 years, called to ask if I would like to sail on *Stars & Stripes* in one of the Citizen Cup Defender Series races.

"God, no kidding? Fantastic, what do I have to do?" I quickly responded.

"Just call the President of Sperry Top-Sider, Bob Moore, and tell him that you're the person from West Marine I've selected to go for a ride," said Randy.

The news took a few hours to sink in. I hadn't really been following the America's Cup too seriously — most of what I know comes from CompuServe, *Latitude 38* and various secondhand reports from boating industry reps and former crewmates. As a result, my confidence was at a low ebb when I arrived in San Diego early on Wednesday, March 8.

I was greeted by Julia Trotman Brady, bronze medal winner in Europe dinghies at the Barcelona Olympics, and arguably the

Dennis Conner and Chuck Hawley.

The *Stars & Stripes* compound lies at the foot of the San Diego Convention Center in an industrial part of the San Diego waterfront. Consisting of a half a dozen temporary buildings, a bunch of containers, an enormous crane and a temporary fabric building, the *Team Dennis Conner* location has a thrifty yet functional appearance. Dominating the yard are two blue IACC boats whose generous drafts make them tower above the asphalt.

Surrounding the small boat yard are a machine shop, rigging shop, electronics lab and paint shop, all housed in 40-foot containers. The 'tent' encloses a sail loft, with about 7,000 square feet to work on the incredibly large sails. A full-time dehumidifier pumps dry air into the loft to ensure that each sail is as light as possible for the following day's race. After drying and

acteristically visible it makes you feel like a voyeur to look at her. But I do. I find a bulb keel at the end of a slightly tapered, nearly-vertical fin. The bulb looks to be about 10 or 12 feet long, with a fat oval cross section that gets thinner and thinner as it goes aft, terminating in a horizontal line at its trailing edge. Two small winglets, perhaps 30 inches wide, angle slightly down from the bulb. They look like an afterthought, but you soon find out that at *Team Dennis Conner*, there are no afterthoughts.

The rudder looks like it might be off a fast IMS boat. It's about a foot wide and seven or eight feet long. It is white, which helps the crew detect kelp, a problem in the waters off Point Loma. Peering through small windows forward of both the keel and rudder are closed-circuit cameras that aid in the detection of the speed-robbing seaweed.

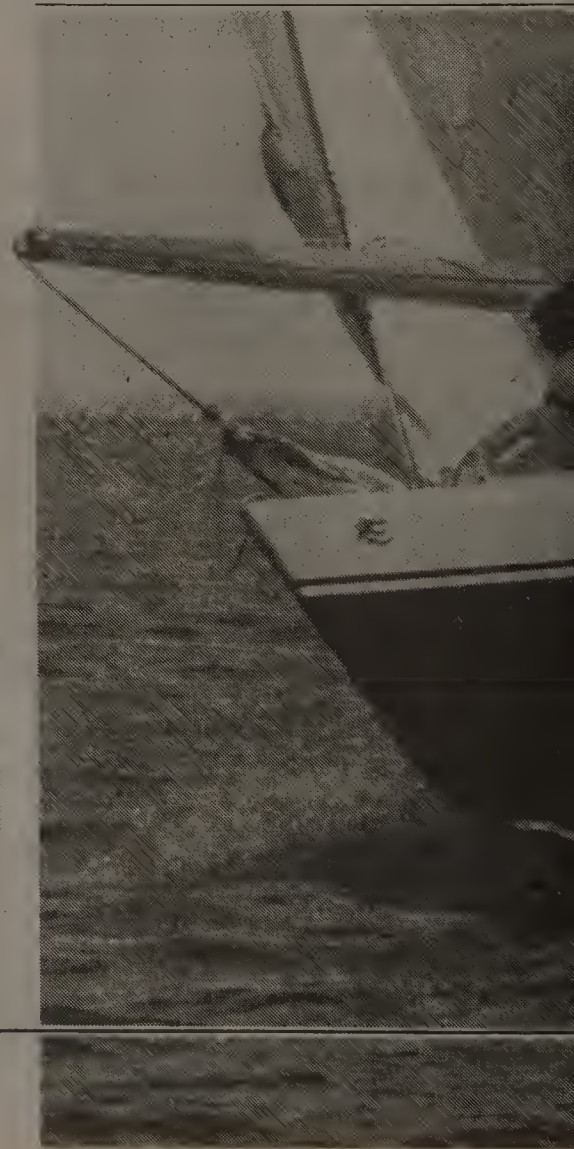
A belch of exhaust as the crane roars to life indicates that *Stars & Stripes* is about to be launched. With line handlers at each end, the boat is carefully hoisted and swung out, still draped, over San Diego Bay. As soon as the lifting harness is released, a swarm of activity begins. Sail bags appear on several large carts, a Toshiba computer is installed

*The sound of the slipping line
on the winch drum is like a rifle shot.*

best looking woman sailor I have ever met. Arriving at the compound before 8 a.m., we were met by Julia's husband, Jim Brady, who became my escort for the day. Jim is connected with Sperry Top-Sider as a professional sailor and spokesperson. Hand-

folding, sails are sealed in plastic bags to keep them 'fresh' until needed.

The new boat, US 34, is covered from her waterline to the ground with the now familiar blue shroud. US 11, the older boat, sits on a cradle with no drapes, her bottom so unchar-



aboard, the drape is removed, and *Stars & Stripes* is readied for the long tow out to sea.

Twenty crewmembers are aboard as the line from *Betsy*, the syndicate's large power catamaran, is passed. As we gently ease away from the dock for the 90-minute tow to the race course, the only crewmember I can't locate is Dennis, who I'm told is taking care of last minute details in the compound.

The mood on board is relaxed. One of our temporary crew is Nick, who was in charge of the construction of the boat back at Eric Goetz's yard in Rhode Island. He spends the entire time on the way to the race course fixing, taping and securing anything on the boat that could cause a problem for the crew. As one of the behind-the-scenes professionals, Nick appears as dedicated to the success of the effort as any sailing crew member.

The sailors lounge on deck, occasionally breaking into one of the three coolers which sit by the mast. The fare is generally low fat, with complex carbohydrates to keep their energy up through the race. Stashed in the

Buffed and shredded — the new 'Stars & Stripes' looks sexier than Elle MacPherson in a wet tank top. Well, almost.



CHUCK HAWLEY

Aggh! Hide the children — the first 'Stars & Stripes' has become a flasher in its old age.

coolers, and in every sheet bag, are quart bottles of spring water. None of the grinders look as if they've eaten a gram of fat in the last six months.

Off in the distance we see the two *America's* boats, already on station and checking out the wind. (The Koch campaign brings out both boats on race days so that they can have another 100-foot mast on the water with which to sample the wind. Each

boat has a banner flying that is probably 2,500 square feet in size.) Onboard *Betsy*, the support team has been in communication with our wind spotters, several *Stars & Stripes* reconnaissance boats up-course that are watching which way the breeze is filling in.

Behind us, two boats from one of the challenger campaigns are being towed in tandem towards the offshore course. There are two courses in use each day — one lies along the Point Loma shoreline just south of Mission Bay; the other is farther offshore. The defenders race on one course, while three pairs of challengers race simultaneously on the other course. The next day, the courses are swapped.

The sound of an approaching powerboat gets our attention as we close in on the starting area. An aluminum-bottom 22-ft inflatable pulls up alongside and Dennis comes on board with little fanfare. A few crewmembers climb into the tender and it pulls away.

While Dennis is clearly in charge, there is almost no verbal communication before something happens. Sails go up through teamwork, not orders. The boat ends up in the right spot on the course due to silent communication. The sails are trimmed with almost no banter.



CHUCK'S EXCELLENT

The tender never leaves our wake except to transfer bodies from *Betsy* to *Stars & Stripes*, or to get a different perspective on our sails. One of North Sails' experts, Dave Hirsh, is on the tender, and he occasionally comes within hail to request a change of trim. Sails the size of a baseball diamond go

tacks. We hit the line right at the gun, on starboard tack at the left end, while *Mighty Mary* is on port at the other end of the line.

Dennis expresses more marketing ideas on the first weather leg than you'd find in a month of reading Barron's...

up and come down with no apparent effort as the crew tests, trims and tacks.

Suddenly there is another IACC boat a few lengths away: *Mighty Mary* has wandered over to our side of the course. She looks like a cross between a World War II submarine and a 12-Meter. She's surprisingly ungainly, with a prominent knuckle above the waterline and slab sides aft that look tortured around a measurement point in the hull. Her mainsail, instead of the gold and black 3DL sail on S&S, is a translucent silver-white, made from so-called Cuben fiber. Logos adorn the sheerline, as they do on S&S — Yoplait, Chevrolet and others. Considering the breakthrough of having the first all-female crew in the America's Cup, it seems strange that only about half the sponsors are from women-oriented companies.

The one hour postponement is over, and there is the promise of a 1 p.m. start. The tender appears quickly and picks up the excess crew members, plus a hard attaché case with VHF radios. Communication is now cut off with *Betsy*, although she will be monitoring us via a data radio connected to the instrument databus. The last of the wind information has been transmitted from the spotter boats on the course — we expect a steady 9-knot breeze out of the west. The light-medium headsail is chosen, and is rapidly hoisted.

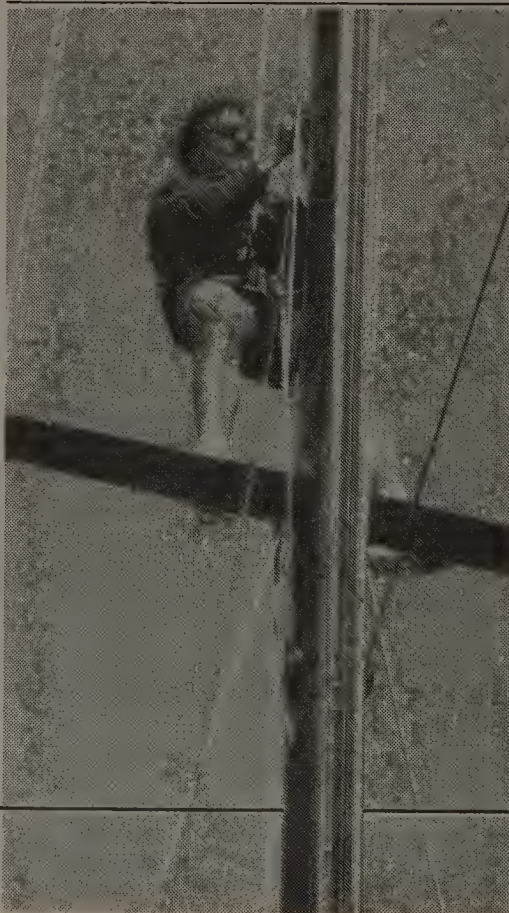
The pre-start maneuvering is spirited, but as usual I can't figure out who's ahead of whom. We jibe, tack, speed up, slow down, all the time staying within a few lengths of the other boat. Paul Cayard is driving *Stars & Stripes*, receiving input from the bowman, tactician Tom Whidden and Dennis. Navigator Jim Brady is keeping track of the wind direction and our distance from the line, which is displayed on his Toshiba laptop. The Toshiba looks like any corporate traveler's notebook, except that it sits on a carbon fiber pedestal in the middle of a sailboat cockpit.

As the time counts down to 30 seconds, both boats head toward the line on opposite

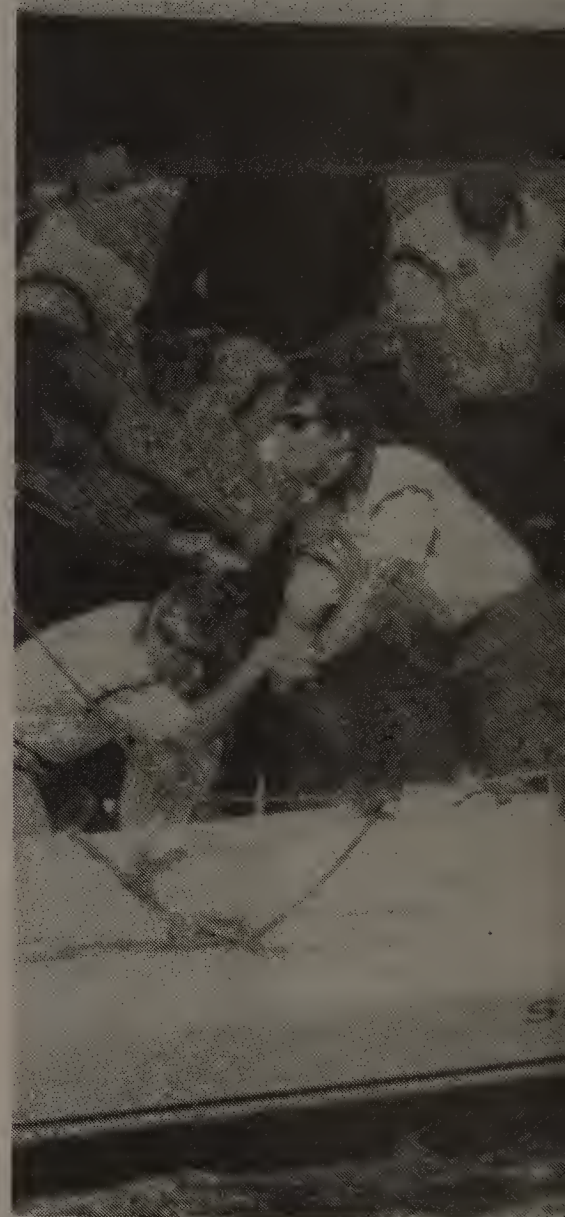
They, too, hit the line at the gun. Our boat speed quickly builds to 8 knots, even though we are sailing in only 8 knots of true wind speed.

Mary tacks, and we begin to track her position with the laser rangefinder. Brady pulls the yellow, ray-gun looking device out of a sheet bag on one side of his computer stand. He aims it at *Mighty Mary* and squeezes the trigger. The gadget instantly measures the distance to the other boat — accurate to a foot — and the magnetic bearing. This information is automatically fed into the Toshiba laptop, which magically figures out whether *Mighty Mary* is ahead or behind relative to the wind. As it turns out, we are about 100 feet upwind of her after a few minutes of sailing. Either she missed a wind shift, didn't have her speed up at the start, or the tack cost her distance.

As we gently sail upwind, the boat is almost silent. The sails make no noise, the *Paul Cayard up the mast. Is there anything this man can't do?*



CHUCK HAWLEY



crew settles down in the cockpit to reduce windage, and there is little conversation. Dennis slides aft of the traveler and sits down beside me, comfortably watching Cayard work the boat upwind. But when someone eases a sheet or runner about an inch, I jump. The sound of the slipping line on the winch drum is like a rifle shot.

The reason, I realize, is that there is no give in the hull. Carbon fiber does not absorb sound or movement, but rather pops and cracks with tension. Further, every line on board is made out of Kevlar, Spectra or Vectran, high-tech ropes that have more in common with wire than normal yacht braid. In fact, there are no soft, absorbent materials anywhere on the boat to muffle noise, so you hear every pop and crack. I momentarily visualize a Gulliver-size guitar being plucked by 16 Lilliputian musicians.

Jim switches between several screens using Ockamsoft Software. A push of one of the function keys brings up a history of the laser rangefinder sights, stored by time, showing the bearing, distance, and upwind/downwind lead of our boat over the competition. While the values are not all increasing over time, there is a definite trend devel-



Conner at the wheel. No living skipper has sailed in — or won — more America's Cup races. Can he do it again?

oping. We're either sailing faster than *Mighty Mary* on the same course, or higher at the same speed.

Another function key brings up an overhead view of the course, highlighted by a superimposed, moving parallelogram. The bottom 'V' represents our current course, and our course if we were to tack. The top two legs of the parallelogram represent the lay lines to the weather mark. In the upper left side of the display, time and distance to the port layline are displayed, slowly counting down. In the upper right, the information is repeated for the starboard layline. Jim shares this information with Whidden on a regular basis: "Four minutes to layline, Tom,"

Paul and Tom start to play the shifts and the first of perhaps 80 tacks occurs. The noise is deafening for about eight seconds, and then it dies down as quickly as it started. Paul simply turns the wheel to tack — while there is some warning, the crew hardly needs it. The primary winches are spun by six grinders turning three separate pedestals. There are shifting buttons in the cockpit sole, but I can't figure them out.

The port and starboard jib trimmers sit just aft of the large primary drums, throwing

wraps on and off the drums deftly and without error. The genoas are small, and barely overlap the mast, so they tack quickly. But they're still about as big as the #3 on a maxi boat, so they are hardly trivial in size or in the effort necessary to grind them in.

Between tacks, the crew hunkers back down in the cockpit. Dennis and I continue to fill the role of movable ballast, which he seems perfectly happy doing. He talks of *Team Dennis Conner* and things he would like to do with his notoriety. He tells me about raising money for the Cup effort, and how dedicated his corporate sponsors are.

"I treat my sponsors well," he says. "I give them 120% of what I promise, because it's a lot easier to retain a customer than find a new one."

"I'm not as interested in winning for the U.S. as I am in winning, period."

They sponsor his campaign, Dennis claims, because it is good business. They get to advertise their association with a world class participant in a world class event, and each of the sponsors feels like it is a good

deal. There are lots of in-kind donations as well. Computers are the most obvious since everyone at the compound seems to have a laptop within reach. Dennis also talks about marketing beyond the Cup — a line of clothing, a new yacht club he would like to form, and so on.

He expresses more marketing ideas on the first weather leg than you'd find reading a month of *Barron's* magazine. His ideas are not based on getting paid to sail, but rather on how to make customers pay to be associated with the machine he has created: *Team Dennis Conner*.

"I'm not going to be competitive forever," he says. "That's why I'm bringing up some of the team members through the organization." He waves his hand in the general direction of Cayard, Brady, Bill Trenkle and Jud Smith. It appears to me that he has chosen his team well. Each of the members are personable, competent, and appear likely to continue winning after Dennis retires. (In fact, most of them have established outstanding records prior to joining *Team Dennis Conner*.)

"What do you want to do after the America's Cup?" I ask, partly because I want to know and partly to see if I can figure out how to get his name associated with West Marine. His answer surprises me.

"I want to win the Soling class at the next Olympics," he says. "I have a four boat campaign, with two boats in the U.S. and two in Europe. I'm going to take five sharp guys off this boat and try to win in Savannah in '96. I've won 26 national and world titles and four America's Cups. Now I'd like to get a gold medal in the Olympics."

"Wow, that's great!" I respond. "I mean, the Olympics is such a great event. It would be fantastic to win a medal for the U.S."

"I'm not as interested in winning for the U.S. as I am in winning, period. Winning the Olympics is hard, damned hard, like winning the America's Cup. That's why I want to do it."

"Oh, that's a good reason, too," I say, feeling like the Dweeb of the Year.

At the first leeward mark rounding, *Mighty Mary's* asymmetrical kite goes for a swim and the boat practically stops. There is some critical comment on board *S&S*, but

CHUCK'S EXCELLENT ADVENTURE

little of it addresses the sex of the other boat's crew, just their sail handling. We build on our lead, and it becomes apparent that Koch's new boat does not seem as fast as US 34, at least on this day, and at least in 9 knots. We are ahead by a comfortable margin as we round the weather mark for the second time, and there is the feeling of a relatively easy victory on board. No one backs off from their concentration, but the crew seems to realize that they will win today.

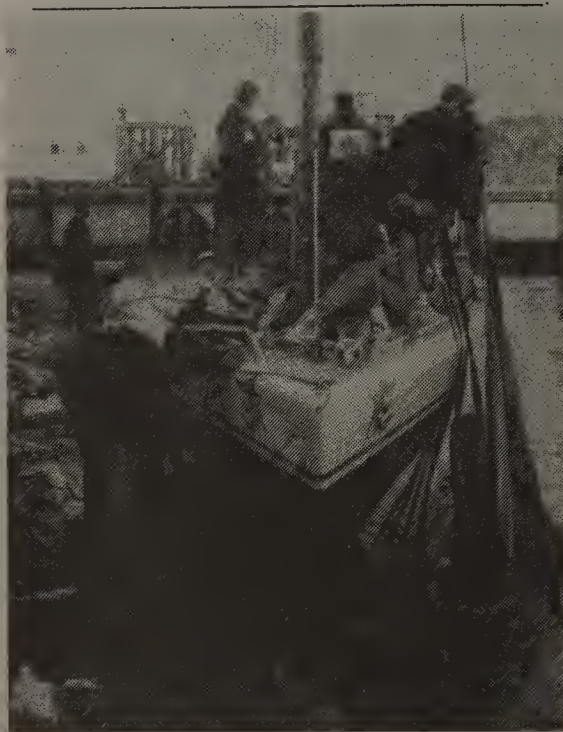
The search for kelp is subtle, but continual, while we are sailing. I never see Cayard purposely avoid patches of it, but the small video cameras are checked frequently.

During a particularly hard gust, the boat heels and I peer over the starboard quarter to see if I can see the rudder. All I see in the realitively clear water is a thin white streak extending way beneath the hull. "You shouldn't be doing that," Dennis reminds me. I quickly pull back and pretend to have forgotten whatever I might have learned by looking over the side. It's not hard. The keel, keels or whatever else is down there is virtually invisible.

Somewhere in the middle of the race, Dennis takes the helm. There is no ceremony, and I completely miss the change of command. Paul remains in the afterguard, conferring with Tom Whidden and occasionally trimming the main traveler or a runner. The command structure on the boat does not appear to change, and Dennis continues to pull away from *Mighty Mary*.

On the final weather leg, the women begin a tacking duel, or something like a tacking duel. Now perhaps 200 yards astern, they tack 15 or so times in quick succession. It's not obvious what their objective is: it seems unlikely that they will gain any ground, or that *Stars & Stripes* will make a mistake.

We don't have much of a choice but to match them, tack for tack, in classic defensive strategy. As the women cross downwind



CHUCK HAWLEY

No more secrets — under a new rule, the shrouds come off all boats on April 9.

the readouts that the target boat speed and the actual boat speed are different by several tenths of a knot. Dennis is just not steering the boat at its optimum speed. Is he distracted? Has he lost his touch? Neither seemed likely.

Sure enough, it soon becomes obvious that the crew is purposely slowing the boat down. But why? "It would be a shame if we had to race A³ anymore," says one of the afterguard. "Yeah," says another. "Let them believe *Mighty Mary* is competitive in 9 knots." It slowly occurs to me that the crew thinks *MM* is slower than her predecessor, and they would just as soon race her a few more times before this information dawns on Bill Koch.

We finally complete our last leg, and cross the line about two minutes ahead of *MM*. There is the expected shotgun blast, and a few 'well-dones' between crewmembers, but no champagne, no celebrations — not even any beer. The sails come down within five minutes, and the towline is passed from Betsy. In short time, we're under tow again on the long trip back to the compound. The

After drying and folding, the sails are sealed in plastic bags to keep them 'fresh' until needed.

of our position, Jim Brady takes a fix on them with the ray gun, but we can't conclude whether the tacking duel is paying them dividends or not. The distance to the other boat changes little.

As we work our way upwind, I notice on

tender makes a few trips back and forth to Betsy, putting a couple of VIPs and coolers filled with soft drinks and sandwiches aboard S&S.

As we round the final turn into the basin where Team Dennis Conner is headquartered, about 15 of the support crew yell and wave in congratulations, including a pretty blonde woman with a megaphone. I find out later that she's Dennis's new wife Daintry, and that they met in an art gallery on the East Coast.

As soon as the boat comes alongside the dock, a team of 10 men begins the derigging process. Sails are hoisted across the dock by halyard and stacked on a large airport luggage cart. The computer is unhooked and removed. The keel shroud is gently lowered in place at the bow, and four or five crew members walk it aft, attaching the support webbing. The familiar sound of the crane is heard again, as its enormous boom swings into place and the lifting slings are attached through access ports in the cockpit sole. No more than 20 minutes after arrival, US 34 is back on her cradle by the rigging shop.

One of the nice things about the role of the 17th man is that, even though you don't get to do anything on board, you also don't have to clean up and fold sails. I feel mildly guilty about this, but my flight leaves in 30 minutes and it's time to say goodbye anyway. I shake hands with some of the guys, who graciously give me the credit for their victory that day. Well, hell, why not? They lost on their previous two outings, so I don't argue the apparent correlation.

Daintry is my designated driver. We hop into her spotless, glossy black Jetta and wind our way along the San Diego cityfront. Only now do I realize my pasty white Santa Cruz skin has taken on the familiar dull red glow — soon to be a painful reminder that in the excitement of the day, I had forgotten my sunscreen.

As we pull up to the curb at Lindbergh Field, Daintry hops out to give me a generous, and apparently genuine, hug.

On the flight home, I began dreaming about sailing in the America's Cup, shoulder to shoulder with the best sailors in the world — again. What's that they say about lightning striking twice?

— chuck hawley

Readers — Hawley is the Assistant VP of Technical Information for West Marine in Watsonville. Best known for having been aboard Charley in 1983 when she lost her keel en route to California from Hawaii, he now sails with his wife and two daughters out of Santa Cruz. He vows to wear only Sperry Top-Siders from now on.

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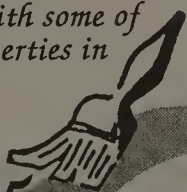
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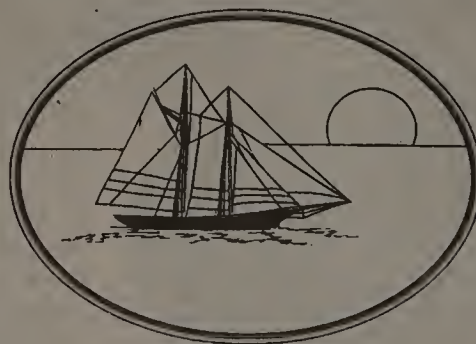
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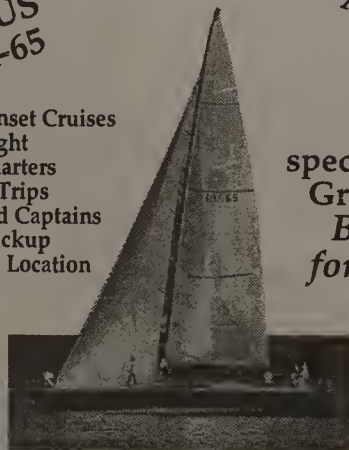
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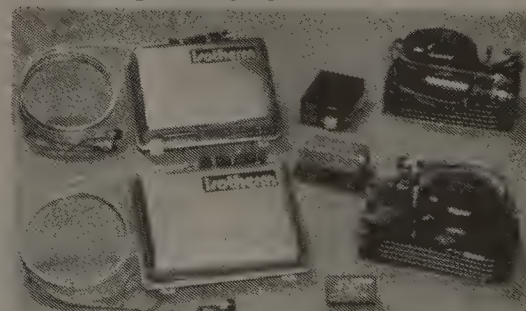
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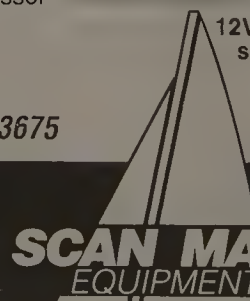
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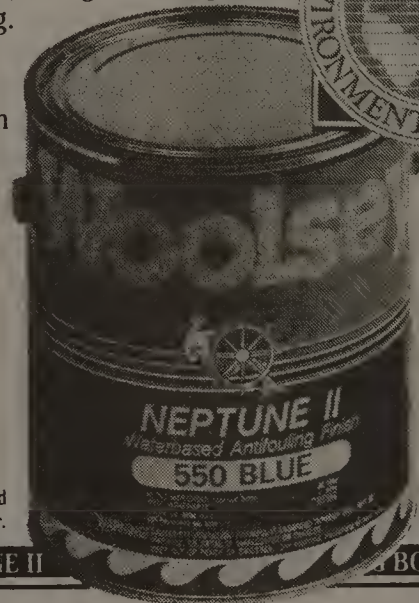
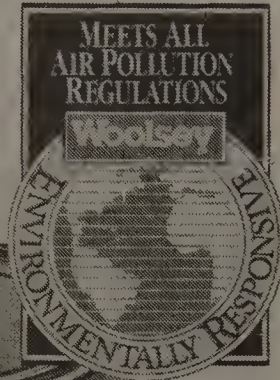
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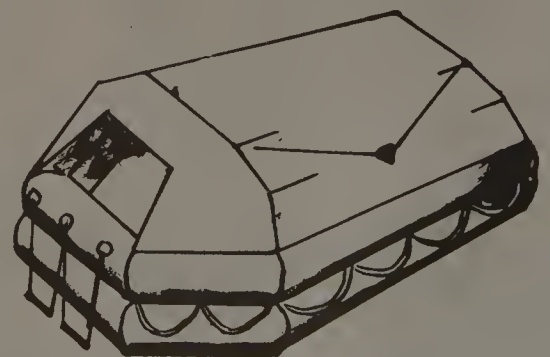
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COSTA RICA —

It was the worst few hours we've ever had on a boat. About dusk, the Devilette, our 13-year-old daughter, had taken a turn for the worse. She'd been vomiting and running a high temperature during the afternoon. Now, after long nap, her body felt



Costa Rica is home to more than 200 species of mammals — including four types of monkeys. They're excellent pick-pockets.

as though it were on fire, and the mercury had eclipsed 104°. Wrapped in blankets, she nonetheless shivered with chills. Even more disturbing, she appeared disoriented. Everything in our copy of *Where There Is No Doctor* indicated we needed to get her medical attention right away.

We were anchored off a Costa Rican rain forest on the eastern tip of the Nicoya Peninsula, and had two options: 1) Head 20 miles back to Puntarenas, which would have at least a clinic, or 2) Charge nine miles in the opposite direction, where one of the crew advised there was a large hotel that probably had an infirmary. Neither option was perfect. We'd plowed through the mud leaving Puntarenas, and might get stuck trying to return in the dark. As for getting to the hotel, it meant traversing a coast at night with poor charts — and having to bring the

Devilette ashore through whatever surf there might be.

Deciding that speed was of the essence, we headed to the resort. Red-lining the Perkins along a dark coast is hardly our favorite thing to do with a boat, but we felt we had to take the risk. Fortunately, we had several co-navigators aboard and the rocky coast wasn't particularly tricky. We got the hook down without incident.

As we lowered the Devilette from boat onto the stretcher set atop the dinghy, we could hear the sound of the waves crashing on the beach. From the anchored boat it was impossible to tell how big or treacherous they might be. But of even greater concern than a possible dunking was what might be wrong with the Devilette. All kinds of strange maladies are possible in the tropics, but her symptoms seemed to suggest malaria or dengue fever. Like any parent with a sick child in the middle of nowhere, we were pretty damn anxious.

Better Times

This was such a dramatic change from the good times that we — the Wanderer, Wanderette, Devilette and Devil Jr. and crew — had been having ever since we arrived in Costa Rica. We'd flown LACSA from San Francisco to San Jose the day after Christmas. The Costa Rican airline featured surprisingly good service aboard the almost new plane — which seemed to stop at every village between the Mexican border and San Jose, capital of Costa Rica.

From San Jose, located high in the central valley, we had a reasonably-priced and lovely 90-minute taxi ride down, down, down to the fishing port of Puntarenas that sticks out, like a little tongue, into the Gulf of Nicoya. The estuary on the back side of Puntarenas is lined with support facilities for fishing trawlers, many of which are driven right up into the muddy bank. The moorings across the channel are home to a number of cruising boats, which are either having work done on them or whose owners have

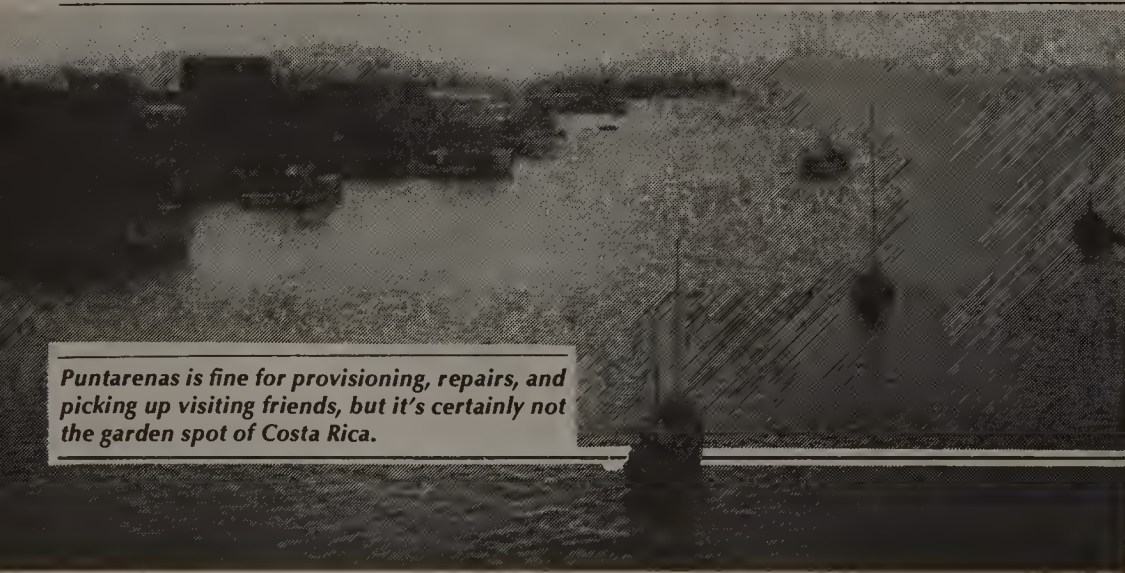


temporarily returned to the States or Canada.

There are some who feel that Puntarenas — a slovenly town compared to the rest of Costa Rica — has a 'working waterfront' charm. "There's a place called the Banana Bar that everybody hits each afternoon about 1600," Ray Jason of the San Francisco-based *Adventura* told us. "They start drinking guaro — which is cane alcohol — and often end up getting pretty ripped. It's sort of a tradition because there's a popular Costa Rican song that goes something like, 'My girlfriend has left me, but I still have my guarolito . . .'"

We didn't care if Puntarenas had charm or not; it was urban, drab, and the estuary water had more silt than San Francisco Bay. And we'd primarily come to enjoy Costa Rica's natural treasures, which in addition to the warm coastal waters are its plant and animal life. Because of the country's strategic location between two continents and two oceans, and because of its dramatically varied topography, it has an enormous variety of plant and animal life.

Although smaller than a San Francisco /



Puntarenas is fine for provisioning, repairs, and picking up visiting friends, but it's certainly not the garden spot of Costa Rica.

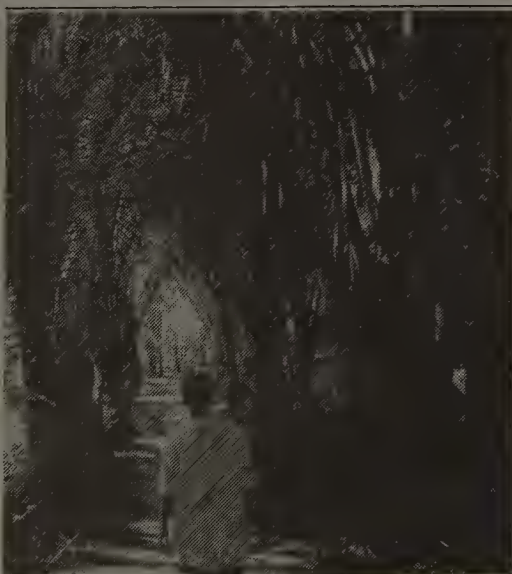
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THE RICH COAST



The open-air bar at Isla Gitana has everything a yachtie bar in the tropics needs: Beer, booze, ice, a slack dress code, mementos and friends.

Monterey / Tahoe sized triangle of Northern California, Costa Rica has 850 species of birds, which is far more than most continents. Fifty of the bird species are parrots, another 50 are hummingbirds.



The little country is home to 200 kinds of mammals, including four species of monkey and seldom-seen ocelots and jaguars. Costa Rica has 35,000 different kinds of insects, to say nothing of 10,000 different types of plants — 1,200 of which are orchids. These are astounding numbers for such a small country.

Although half of Costa Rica's forests have been chopped down over the years, the country is doing an admirable job of conserving what's left. Fourteen percent of the land is taken up by its 36 national parks, and they are bounded by limited use 'buffer zones' which take up another 17% of the landscape. So relatively speaking, Puntarenas didn't have much to offer.

Isla Gitana

Fortunately, it was only about 12 miles across the Gulf of Nicoya to Isla Gitana — which also goes by the name Fantasy Island Resort. What a wonderfully crazy refuge for yachties and very low-budget tourists.

The two dominant features of Isla Gitana,

(Left) This palm-lined pathway at Fantasy Island Resort suggests a tropical cathedral.

are *Galaxy*, an 80-ft semi-permanently berthed steel ketch at the end of the pier that's currently being used as the dinghy dock, and the large open-air bar which has a cone-shaped roof made from palm fronds. The rafters and inside of the bar's roof are covered with t-shirts, flags, and other mementos from boats that have stopped during their travels. Many of the names were familiar to the Wanderer, either from having met them in person or from having read about them in the pages of *Latitude*.

The most dramatic souvenir was a chunk of the hull from a Fisher 37 owned by Max and Vera Zenobi of Sebastapol. Max and Vera — who'd been to Costa Rica many years before aboard their *Bounty II* *Maverick* — had returned to Isla Gitana with their two kids and a new boat. After a number of months in the area, they were motoring around a nearby point when they inexplicably slammed into a well-known reef.

Isla Gitana is the kind of place where facts are elusive. Although the crack-up had been a big event for the area, nobody was sure if it had happened in broad daylight or in the middle of the night. All they knew for sure was that an understandably despondent Max was about to write the boat off until friends rallied his spirits. He subsequently repaired the boat, which has since been sailed back to San Francisco Bay. Except, of course, for the chunk that remains above the Isla Gitana bar as a reminder that rocks are a hazard in the region.

Little Isla Gitana — it's not even a half mile by half mile — has been leased from the Costa Rican government for the last 15 or so

Loida, seen wearing her 'air-conditioned' pants, has brought a lot of spice and laughter to Isla Gitana.





Rumble in the jungle! The Devilette, Wanderette, and Devil Jr. climb around Isla Muertos in search of monkeys, armadillos, and spirits of the dead.

project kind of male, Ruegg doesn't put much stock in superstition — and thus pays no attention to the fact that Isla Gitana used to be a burial island and is known by many as Isla Muertos. He even has a display of various bones and other artifacts that have been found on his island. While Ruegg isn't superstitious, his Tico workers certainly are. They say the burial island is haunted with spirits, so they refuse to stay on it after dark.

This means that when Ruegg is off-island, Loida has to stay alone with Ruegg's granddaughter — and sometimes Finn, a fellow who jumped ship to take a job on the island. Being a typical Filipino, Loida is superstition incarnate, so it sometimes gets pretty eerie on the island after dark. In fact, Loida makes Finn — a big strong guy who leads kayak tours — sleep in the doorway so spirits can't sneak into her room while she's sawing logs.

Strange noises are common on Isla Gitana because it's a genuine jungle island. Among others, it's home to howler monkeys — who do what their name implies at dawn; Minke, the little monkey who will pick your pocket and/or disassemble your video camera before you can press 'pause'; Racky the raccoon, who likes to take a nip of your drink; and a pet coatimundi, who waddles

years by a 79-year-old American character named Carl Ruegg. "The action never stops around here," said one yachting bar patron, "because Carl's both an impulsive and good-hearted guy. He drinks milk and scotch, but he still gets up at 0700 each morning to weld or work on some other project."

Despite his advanced years, Ruegg — formerly from California's Central Valley — is described as "always having new ideas and making new plans". For example, he was off-island during our visit because he was back in California "trying to sell his electric car design to the Chinese government."

To further prove that Ruegg is still firing on all cylinders, a couple of years ago he joined his old friend Merl 'President of the Pacific Ocean' Petersen aboard the latter's 75-ft schooner *Viveka* in the Philippines. While there, he met a laughing, smoking, drinking firecracker of a Filipino woman in her 20s — and proposed. She accepted and the two were married!

"Ruegg had had a Tico girlfriend named Loida a few years back," a local told us, "so when he met this Filipino woman that was also named Loida, it was kismet." Loida is a dynamic woman to say the least, so Ruegg obviously married her for more than her name.

A take-care-of-business, let's-start-a-



Plenty of fruits and vegetables are essential to a healthy diet. Ray Jason displays his pickings from the veggie man.

behind humans like a domesticated dog.

One morning we took a hike across the little island and saw many peculiar plants and insects. Our personal favorite was a brown dragonfly with four wings, all of which were tipped in brilliant yellow. When in

Veggie day. Each week for 17 years the veggie man has driven this same truck from San Jose to Bahia Gigante with veggies and produce.



THE RICH COAST

ALL PHOTOS BY LATITUDE 38/RICHARD

flight, the wings moved in a mesmerizing fashion that gave the illusion of two rotors circling like helicopter blades. When at rest, the dragonfly merely looked like a million other twigs.

Ruegg and his staff work hard at making Fantasy Island a center for yachties, and they all do a fine job. It's ultra casual, the drinks are cold, and there's a pool for cooling off. It's not uncommon for folks on the boats in the anchorage to gather for a sundowner.

Bahia Gigante

Another spot doing an excellent job of making yachties feel welcome is the Bahia Gigante Resort, just a couple of hundred yards to the northwest of Isla Gitana on the Gulf of Nicoya Peninsula proper. This somewhat more traditional resort is owned by Patrick McKelheer, another American with a varied past. He taught philosophy at Berkeley, farmed hops, wine grapes, asparagus and cherries in Washington's Yakima Valley, was the general manager for the largest liquor, soft drink and food distributor in Alaska, and now also runs two sporting lodges in Alaska.

"We took over Bahia Gigante Resort three years ago," says McKelheer, "and are still

building. In addition to the 10 rooms, we have restaurant & bar, pool, horseback riding trips to waterfalls, and all kinds of other attractions. We've also got phone, fax, mail, and laundry service that yachties are more than welcome to use.

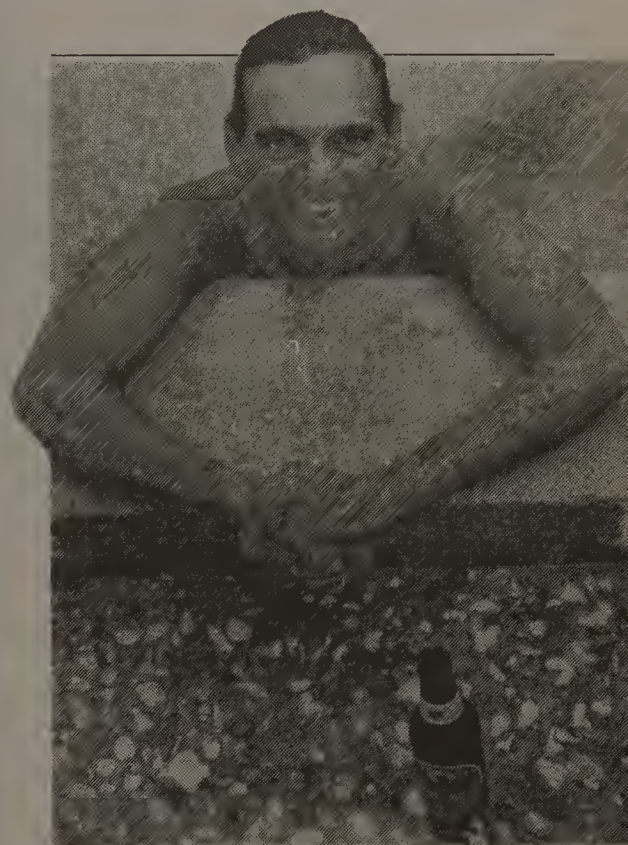
"It literally took me seven months of living in San Jose and calling on government offices every day to get the permits, but in the next few months we'll have one of the few private docks in all of Costa Rica. Yachties will be able to come up to our floating dock and take on fuel and/or wash their boats down. We have a well and thus plenty of water. No matter if they buy fuel or not, cruisers are cordially welcome to hike the quarter-mile to our hotel/restaurant/pool area for drinks, swimming, and freshwater showers. There's no charge for fresh water or the use of the swimming pool; we just like the idea of having people around."

One of the people they enjoyed having around while we were there was Ray Jason of the previously-mentioned Farallon 29 *Adventura*. Jason, who has juggled professionally all over the world, was very much in evidence, as he was using a covered cement area adjacent to the pool to keep his juggling skills up to par and the rest of resort to whip himself back into shape.

"Each day I do two hours of juggling, 20 minutes of skipping rope, 20 minutes of hard swimming in the pool, 15 minutes of sit-ups and push-ups, plus 20 minutes of rowing in my 20-year-old Avon Redcrest," he says. "I'd been looking around for a place to do my training program, and Bahia Gigante has been just perfect."

If you're around Jason for long, there's no way to resist taking a crack at juggling. While the Wanderer, Wanderette, Devilette and Devil Jr. fumbled in the beginning, under Jason's careful tutelage everyone became reasonably competent. With the old tennis balls, of course, not the flaming torches or hatchets.

While the Bahia Gigante Resort gets some cruising boats in the winter, McKelheer advises that the busy season is from the end of May until November. "Most cruisers in Mexico don't head this way until late spring, when there's less chance of Tehautepeckers and Papagayos. And while some continue right through to Panama and Florida before the start of the Caribbean hurricane season, most spend the summer and fall here and at other anchorages in Costa Rica. Last year, for example, there was a group of six boats cruising in company; we had them up to our pool everyday for a month. We always have



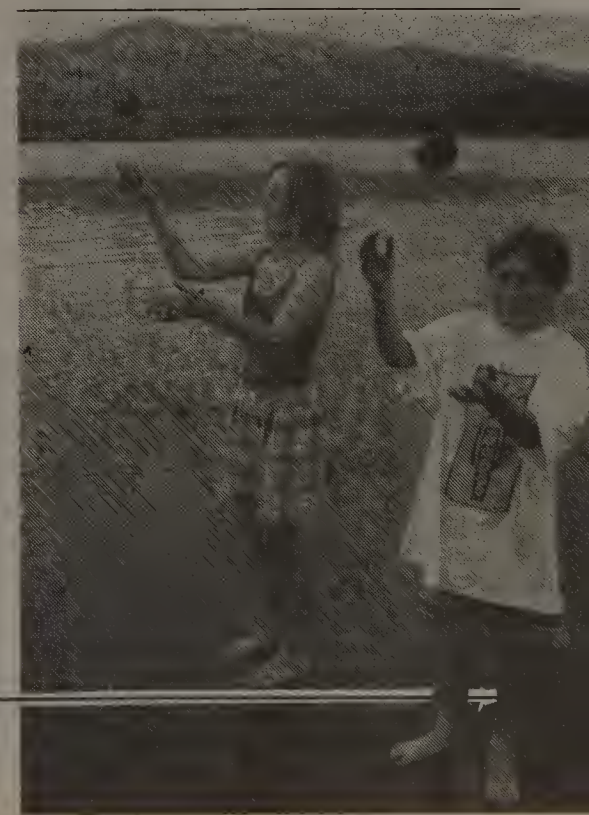
Thirty-seven days out of San Diego, Dinko pulled into Quepos. He's headed to Croatia with the Westsail he and Susanna lived aboard at Pier 39.

four or five yachties hanging around the pool in the summer."

Boys Of Winter

It wasn't summer when we stopped at the Bahia Gigante pool — although you certainly couldn't tell from the sweltering heat — but there were nonetheless several yachties lounging around the pool and restaurant. Jerry of the Redwood City-based *Tortuga*, for instance, sat on the restaurant steps in front of the pool and savored a beer

Has Ray Jason been around or what? The Devilette and Devil Jr. take a crack at juggling Costa Rican mud.



COSTA RICA —

while his wife braided his long hair. Nearby were Dinko Matkovic and girlfriend Susanna Rasse, sipping juices and swimming a few laps to cool off from the morning heat. We'd heard rumors that Dinko, a Croatian, and Rasse, a Swiss, had sailed his Westsail 32 *Mellow* non-stop from San Diego to Costa Rica.

"It's true," said Dinko. "Susanna and I lived aboard at Pier 39 until we left last June, and in the beginning we made short passages to Half Moon Bay, Pebble Beach, Cojo, Catalina, San Pedro and San Diego. It was great fun, but if you stop everywhere you're not going to get very far. So when we left San Diego in early November, we decided to sail straight to Costa Rica. We sailed 150 to 300 miles offshore, and except for two days off Tehautepec, had light enough winds so that we could fly the full main and drifter day and night for 37 days."

Was it true that Susanna had been "counting the seconds" until they made landfall?

"She was anxious to get to shore," admitted Dinko with a conspiratorial laugh, "but only because we ran out of mozzarella. Without mozzarella you can't have good pasta, and Susanna loves pasta. I caught two fish — a tuna and a yellowtail — unfortunately, Susanna doesn't like fish. I also caught a 100-pound marlin, but it got away just as I was pulling it alongside the boat. I was glad, because what was I going to do with something that big?"

"Food actually wasn't that big a problem," Dinko continued, "as our fresh stuff lasted quite a while. The green tomatoes and apples didn't go bad for a couple of weeks, and the oranges, lemons and cabbage hanging in the net lasted three weeks or more. Toward the very end we were eating and drinking the canned fruit, and I was baking bread every other day. But hey, Susanna will be ready to go again in a few days."

After living in San Francisco for 15 years, Dinko's plan is to sail to Florida and then across the Atlantic and Med to his native Hvar, Croatia — in what used to be Yugoslavia.

"It's a popular tourist area 18 miles off the coast of Split, and it's world famous for spectacular cruising," he said enthusiastically. "Because of all the fighting, everybody thinks the cruising in the Adriatic has been ruined, but that's not true. There aren't mixed ethnic backgrounds in the Croatian Islands, so there hasn't been any war. I can't wait to get back."

"And," he volunteered, "I couldn't be happier with the boat I'm going to do it with. I'll never trade my Westsail because she feels so solid and is always ready to go. All Susanna and I did before leaving was add



The pool at Bahia Gigante — open to all cruisers — is a popular gathering spot. A freshwater dip spells relief from the winter heat.

food and a GPS. I love her."

While we were speaking with Dinko, McKelheer rejoined us to share some additional information. "On Saturday nights in the summer, we have a BBQ for yachties at our big *palapa* overlooking the water. Last year as many as 40 cruisers would show. It's a lot of fun, and the *palapa* affords a great view of Isla Gitana across the way, the boats in the anchorage, and Puntarenas off in the distance."

Yee-ha! Horseback riding to some nearby waterfalls is a popular activity for those visiting Bahia Gigante.



"We're also popular with yachties because we get regular deliveries direct from San Jose — even though we're on the rather remote tip of the peninsula. Once a week, for example, we get deliveries from the meat truck, dairy truck, veggie truck and beer & soda truck. After they've taken care of our restaurant, the delivery guys sell direct to the yachties. It really becomes something of a social occasion for the cruisers, as everybody gets to know each other. Our veggie man is great; he and his son have been driving the same truck here very week for the last 17 years! In addition, someone from the resort also drives to San Jose several times a week, and we take yachties who need propane and other stuff along with us."

"This is a great area," McKelheer concluded. "We've got 26 islands nearby, seven wildlife preserves within 20 miles, super scuba diving, terrific surfing around the corner, and all kinds of other great activities. Like fishing, which is my favorite. In Alaska you can only fish four months a year; here you can fish 12. We've got interesting people, too. Eden Pastora, the spiritual leader of the Sandanistas? He's a fisherman and lives right up the road. He's a great guy; we should pay him a visit. We also had Pablo Escobar, the late Colombian cocaine king, somewhere in this area, too."

History & Politics

Impatient to enjoy more of Costa Rica's bird and animal life, the Wanderette and Devil Jr. took off up the hill in search of parrots. Meanwhile the Wanderer sat with an older gentleman who gave a thumbnail sketch of the history and politics of Costa Rica — which combine to explain why it's so different from the other countries in Central America. He requested that his name not be used.

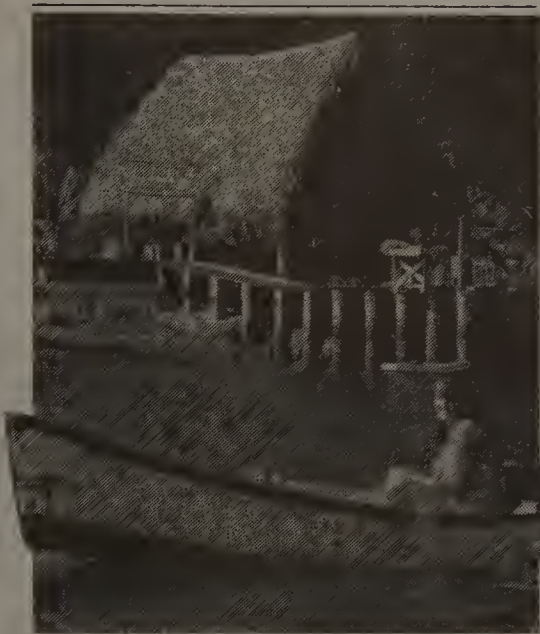
"Costa Rica was discovered by Christopher Columbus," Señor X began. "It was he who named it 'rich coast', after seeing some Indians wearing gold. Columbus was followed by other Spanish adventurers seeking El Dorado, but there wasn't any gold worth mentioning."

"Mostly ignored for a couple of hundred years, Costa Rica got some weak bishops from the Catholic Church. The bishops issued a stream of land grants to European immigrants. Because so many small plots were given out, big companies weren't able to establish an overwhelming presence — as in other Central American countries. And because there were so few indigenous people — which is also unlike Guatemala, El Salvador and Nicaragua — the European immigrants had to work their own farms. Even today, the Indian and Black populations total only 2% of the 3.2 million residents."

"The early distribution of land to a large cross section of the people who had to work their own farms has had a lasting effect," he continued. "Costa Ricans became used to doing their own work, and like all farmers, came to admire self-sufficiency."

"In 1948 there was a civil war in which nearly 2,000 people were killed. As a result, the army was disbanded and the money spent on education. Thus, over 90% of the people are literate — a very high rate for Central America and greater than even the United States. Of course, the only reason the army could be disbanded was that the U.S. assured Costa Rica it would protect them if they were threatened by their neighbors. What the United States got in return was a major presence — which is why Ollie North was able to build two airstrips — one for cargo, one for CIA reconnaissance — in the northern part of Costa Rica.

"A lot of people might not believe it, but Costa Rica receives the second most U.S. aid after Israel," he continued. "It's the stronghold from which the CIA watches over South America. But since the Republican landslide last November, there might be some changes. Jessie Helms, the new head of Senate Foreign Relations, has threatened



The waterfront hut at Bahia Gigante hosts many cruiser BBQs in the summer. A floating fuel dock is to be added soon.

to withhold the aid to Costa Rica until some land ownership disputes are resolved.

"Just to the north of here, for example, is the huge Guanacaste National Park. Half the land actually belongs to an American named Joe Hamilton, who came here 17 years ago and bought the land 15 years ago. Costa

Rican courts have ruled that Hamilton owns the land, but the government still hasn't paid him. There are about 20 other cases like his, and the principals seem to have gotten ear of Helms.

"But all in all, life here in Costa Rica is pretty good. There's virtually no violent crime — although like all Latin countries, petty thievery is very common. We're so out of the way on the peninsula here, however, that there's no crime at all. It's true there's quite a bit of graft — the Minister of Transportation recently revealed that they even have an account for bribes — but it's not too bad. We have universal health care and women are treated reasonably well.

"One unfolding problem is our population which, like Panama's, is booming. As a result of the civil wars and violence in the rest of Central America, there has been a tremendous migration of Nicaraguans, Salvadorans and Guatemalans to Costa Rica. It's similar, in relative terms, to the number of Mexicans entering into the United States," concluded Señor X.

— latitude 38

[Editor's Note: Part II will appear next month. Honest, it's already written.]



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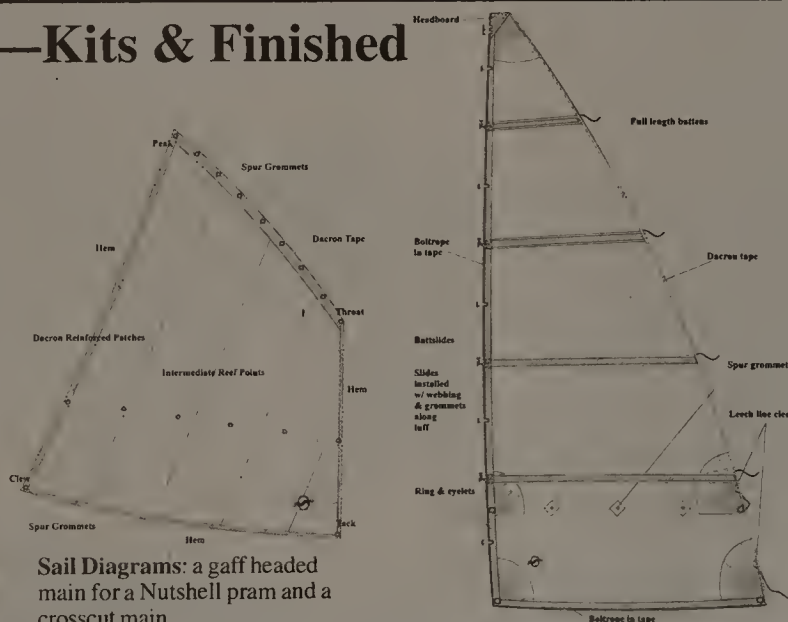
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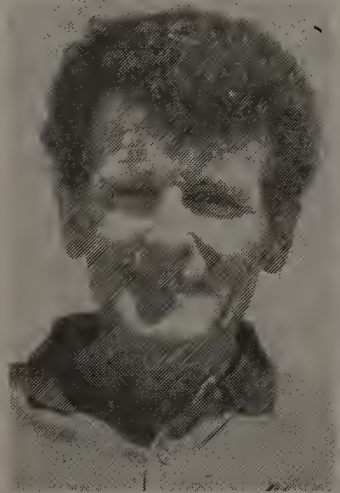
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CONGRESSIONAL CUP '95 —

Dave Perry said it best: "Racing in the Congressional Cup Masters is *not* like going to a regatta — it's like going to a family

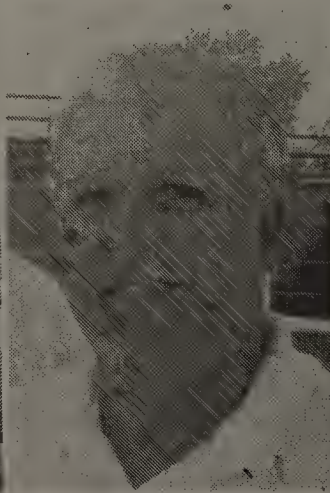
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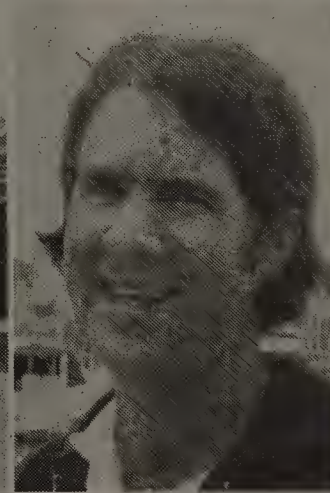
Harold Cudmore



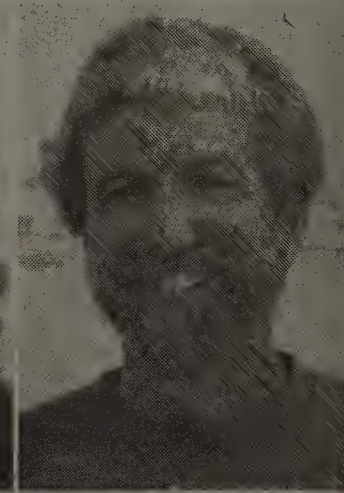
Henry Sprague



Scott Allan



Dave Perry



Skip Allan

reunion."

No question about it — this year's Congressional Cup Regatta, held March 11-17, felt different than all of its 30 predecessors. And it *was* different. Gone were the pampered rockstars, the bitter rivalries and the 'show no mercy' attitude that seem to be part of the baggage on the World Match Racing tour. All of that was replaced with an event that had the distinct overtones of a *lovefest*.

With the America's Cup going on in San Diego, Long Beach Yacht Club members realized it was going to be difficult to get the pros from the match racing circuit interested in this year's Congressional Cup. So instead of inviting the top-ranked match racers, regatta chair Bud Tretter opted to host a Masters Regatta. Instead of inviting professional sailors, Long Beach Yacht Club invited a real estate salesman, a paving contractor, an architect, a school teacher, a global cruiser and Ted Turner. They all had one thing in common — each was a past winner of the Congressional Cup.

"No one here has anything to prove," Perry continued. "Each skipper has already demonstrated he's a great sailor. But this is a chance to go back — back to something we never thought we'd have a chance to do again. It's like living a fantasy."

To bring this fantasy to life, many of the skippers tried to reassemble the crews from their previous Congressional Cup campaigns. Dick Deaver had son Doug aboard, along with his long-time crewmen Fin Bevin and Bill Stump. Deaver, who's been cruising for six years with his wife BJ, flew in from Kenya to race.

There were several other father and son teams at the regatta. Scott Allan sailed with his 22-year-old son Scott Jr., and Ted Turner

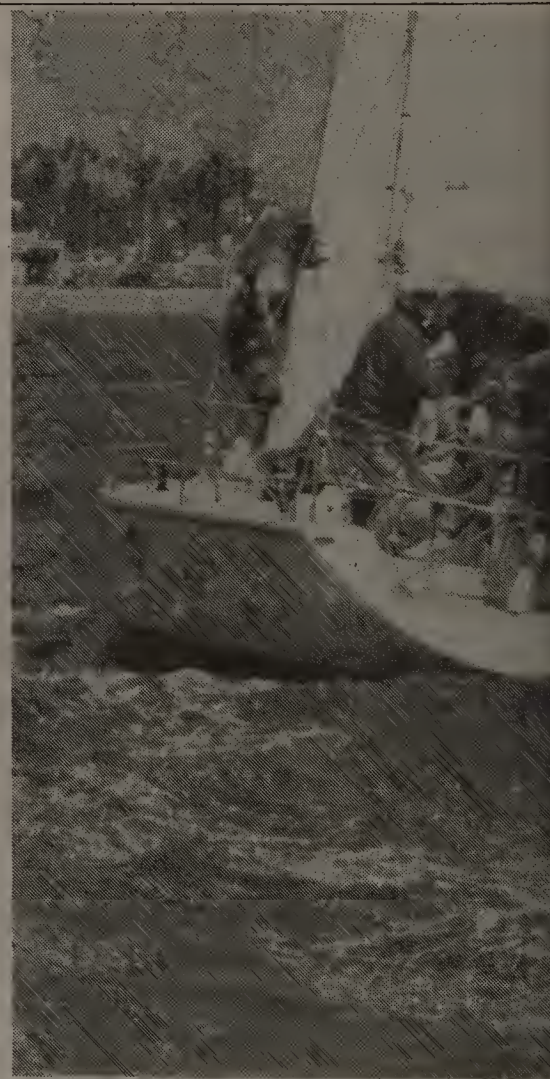
raced with two of his sons, Teddy and Rhett. "Eighteen years ago, when dad won the Congressional Cup, was the last time the family spent a whole week together," young Teddy explained with a smile.

"I tried to get my old group together," stated two-time Congressional Cup winner Dave Perry, "but most of them are hard at work in San Diego. Peter Isler is broadcasting the America's Cup on ESPN; Dave Dellenbaugh is sailing with the A³ team; and Moose McClintock is a trimmer for Kevin Mahaney's *Young America* syndicate. Brad Dellenbaugh couldn't get away either — he's coaching sailing at the Naval Academy." So Perry called sailmaker Steve Grillon, who put together a very solid group that included Prince of Wales winner Rick Merriman and San Diego foredeck god Chuck Simmons.

Bill Ficker admitted he had some trouble assembling his crew. "When you're not racing actively you lose your contacts. . . and I haven't done any serious racing for 20 years," he stated. However, Geoff Davis of San Diego helped build a solid team, one which included tactician Neville Witty. Witty became available when Syd Fischer's Australian America's Cup syndicate was recently eliminated from competition.

Henry Sprague also had a very strong crew. "I really want to win this regatta," Sprague admitted shamelessly. "These are the people I've always wanted to beat. . . and now I have my chance," explained the 1969 Congressional Cup winner.

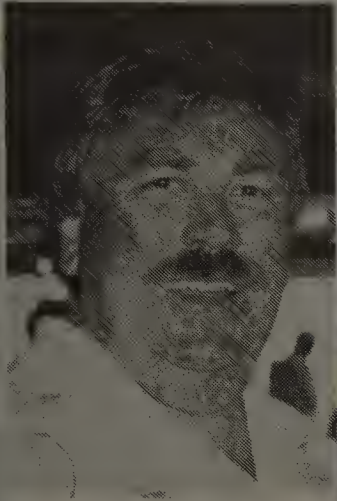
Sprague was certainly the most focused competitor in the field. For the three weeks before the regatta, Sprague and his tactician, Steve Flam, worked out in Cal 20s — mainly practicing match racing starts. After these on-



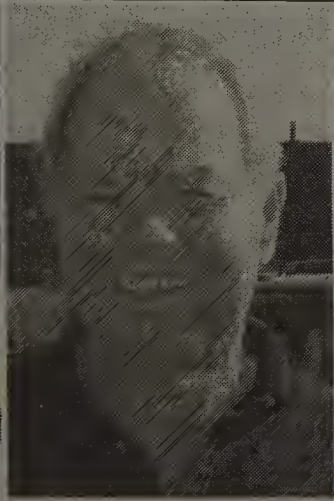
the-water sessions, the two would discuss rules and tactics.

"I didn't have a clue about the changes that occurred in match racing until I called Steve," Sprague explained. "He's really up to speed. . . and very intense." Flam gathered

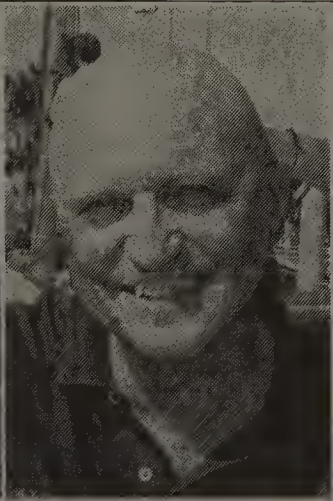
LUCK OF THE IRISH



Dennis Durgan



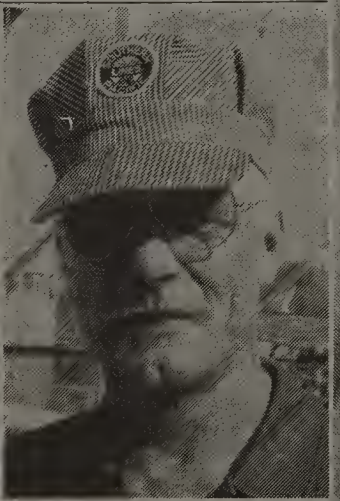
Dick Deaver



Bill Ficker



Tommy Pickard



Ted Turner



an all-star crew for the event. . . although Sprague admitted he had trouble remembering all of their names for the first few days.

The entire crew on Skip Allan's boat was from Santa Cruz harbor. This Northern Cal-

Protest! Dave 'The Spoiler' Perry reaches for his flag. On-the-water judging was new to most of the racers — and they loved it!

ifornia 'dream team' included Jay Crum, Andre LaCour, Dave Hodges, Pepe Parsons and Mark Golsh. While they all have solid

racing credentials, none of them had ever really match raced. Allan himself hasn't match raced for 24 years.

To make up for this void, Allan read everything on the subject he could get his hands on, and also asked 470 and Europe



X Interlux

Dinghy sailor Morgan Larson from Capitola to help him with tactics. Larson had the match racing skills and seemed to fit right into the group — in spite of the fact he was born three years after Allan won the Congressional Cup in 1968!

Obviously Harold Cudmore did not need a match racing refresher course. Until a few days before the regatta he was a consultant for the French America's Cup syndicate. He also didn't need any help getting a crew. While Cudmore claimed he was sailing with a couple of his "old friends", it quickly became apparent that his buddies still compete regularly at a very high level.

The racing started on Monday, March 13, on a day the Long Beach Chamber of Commerce would be proud to showcase:

clear skies, warm sun, temperatures in the mid 70s, and a gentle 7-12 knot sea breeze. Both Scott Allan and Dennis Durgan got off on the right foot, winning all four of their matches without a loss. However, it was much too early to relax because Dave Perry, Harold Cudmore and Henry Sprague were right behind them at 3-1.

Perry's only loss that day was to Skip Allan. After the race, Skip explained that he'd just finished reading Dave Perry's book, *Understanding the Yacht Racing Rules*. "The book described a situation where you can cause the other boat to foul you if you throw the helm over hard — making sure your stern hits the other boat." With a smile Allan added, "It still works, Dave."

At the other end of the spectrum, Ted Turner, Bill Ficker and Tommy Pickard struggled all afternoon without a win. Pickard had

Did being Irish have anything to do with it? "Bugger St. Patrick," joked Cudmore at the final press conference. "I made a pact with the Devil!"

an impressive crew of sled sailors assembled by tactician Doug Rostello. However, it was obvious that the years away from the race course had eroded some of Pickard's timing. Racing inactivity also hurt the performance of Bill Ficker and Ted Turner, but it certainly did not dampen their enthusiasm. "I'm having the best time of my life," proclaimed a bubbling Ficker, "Although I admit that a couple of wins would make it more fun!" He got those wins the next day by knocking off both Pickard and the regatta leader, Scott Allan.

Scott had a dreadful second day. After going 4-0 the first day, he went 0-4 on day two. "I feel like Humpty Dumpty," he said, still not quite sure what caused his stumble



from the penthouse to the outhouse. However Allan, who now lives in Annapolis, came back and won his next six races in a row — which only made him even more confused about the cause of his 'Black Tuesday'.

Dick Deaver also had a reversal of fortune on Tuesday. On the first day, he'd gone 1-3, and looked a bit like he was still cruising the Indian Ocean. Deaver shifted out of 'cruise mode' on the second day with a 4-0 score to get right back into the hunt. He admitted it was quite a transition to come to this event from a slow moving equatorial climate. "Long Beach YC really should allow time in the schedule for a nap after lunch. This pace gives me a headache," Deaver volunteered. "It would be a lot easier if I could have brought along my autopilot and just pushed the buttons," he added.

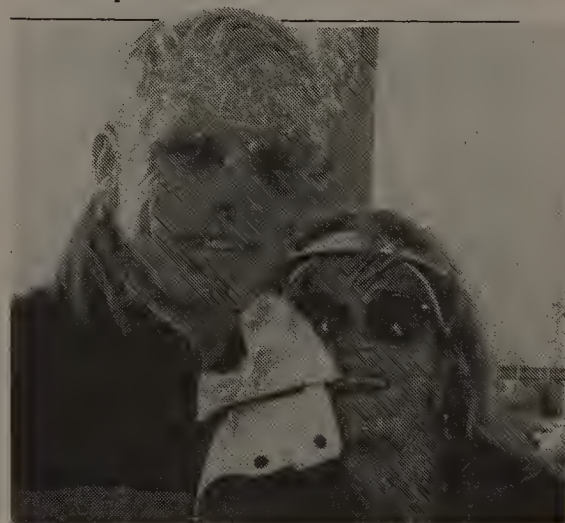
During the first day of racing there were hardly any protests, no serious collisions and no premature starters. It was obvious that most of the skippers were still a bit tentative and unwilling to get too aggressive or push the rules. That all changed on the second day. It appeared that every skipper cranked up the heat at the same time and the result was a plethora of protests, five collisions, more than a handful of penalties and a pair of premature starters.

Skip Allan hit Pickard not once, but twice. In the following race he had another collision — this time with Dennis Durgan. At the end of the day Skip suggested dryly, "It probably would be a good idea to install an air bag in my steering wheel."

The fiberglass repair folks had a late night patching the damage to the transom of Pickard's boat. Camille Daniels of the LBYC Yacht Operation Committee shook her head as she examined the holes — one on the port side and another on the starboard side. "It looks like Tommy turned the other cheek — and Skip just hit him again," she commented.

Years ago, at a previous Congressional Cup Regatta, someone asked Harold Cudmore what was the toughest thing about the event. Reportedly, Cudmore's response

plications after you lose your damage deposit. Thereafter, there is no financial penalty for hitting anyone — not even the Race Committee boat." With a broad smile on his face, Cudmore warned the crowd of nearly 300 people, "When they take away my damage deposit, it may not even be safe to be a spectator tomorrow!"



Rhett and Scarlett. Well, would you believe Ted and Jane? Turner finished last — but frankly he didn't give a damn!

Possibly the two hardest fought races of the regatta occurred when the Allan brothers, Scott and Skip, were paired against each other. It seemed that the intensity level would always ratchet up a few clicks in those matches. Scott won both races, which

1995 Congressional Cup Masters Regatta

<u>Skipper</u>	<u>Yacht Club</u>	<u>Year(s)</u>	<u>Crew</u>	<u>Win-Loss</u>
1) Harold Cudmore	Royal Cork YC	'86	Peter Warren, Michel Maeder, Richard Faulkner Nic Clarke, Christian Karcher	13-5
2) Henry Sprague	Navy YC of L.B.	'69	Steve Flam, Rich Matzinger, Steve Comstock Randy Smith, Tim Cordrey, Bill Menninger	12-6
3) Scott Allan	Newport Harbor YC	'67	Dobbs Davis, Tony Parker, Scott Allan, Jr. Brent Ruhne, Kimo Winterbottom, Mike Perry	12-6
4) Dave Perry	Yale Corinthian YC	'83 & '84	Steve Grillon, Patty Snyder, Rick Meriman Chuck Simmons, Will Graves, Fred Schueddekop	12-6
5) Skip Allan	Los Angeles YC	'68	Jay Crum, Dave Hodges, Pepe Parsons Andre LaCour, Mark Golsh, Morgan Larson	11-7
6) Dennis Durgan	Newport Harbor YC	'79 & '80	Mark Olson, Rex Banks, Mike Hein, Duffy Duffield, Bruce D'Eliscu, Mike Pennecost	11-7
7) Dick Deaver	Los Angeles YC	'76 & '78	Doug Deaver, Jim Robinson, Fin Beven Dave Reynolds, Mark Rastello, Bill Stump	11-7
8) Bill Ficker	New York YC	'74	Neville Wittey, Geoff Davis, John McCann Mark Hughes, Peter "Spike" Dorian, Jim Cohen	4-14
9) Tommy Pickard	Long Beach YC	'71	Doug Rastello, Andy McDonald, Benny Mitchell Guy Duran, Greg Palmer, Dan Crawley	2-16
10) Ted Turner	Atlanta YC	'77	L.J. Edgecomb, Bunky Helfrich, Richie Boyd Teddy Turner, Rhett Turner, Tom Bumham	2-16

was, "Getting your damage deposit back."

This year, Cudmore lost any chance of reclaiming his deposit when he crashed into Dave Perry in a port-starboard situation. At the subsequent press conference he stated, "I wonder if you understand all of the im-

posed Skip to wonder out loud if he wasn't at a disadvantage.

"We always get the boat my brother sailed the day before," Skip explained. "Today, we were coming into the prestart with just three minutes left when I discovered

CONGRESSIONAL CUP '95

that the steering wheel was no longer connected to the rudder. We tried to continue to look like we were being aggressive, but when Scott saw the wheel spinning I think he realized he had us at a disadvantage." Skip's crew was able to reconnect the wheel with one minute left before the start, but by that time Scott was in control.

When asked why he was so tough on his slightly older brother, Scott replied jokingly, "Skip was bigger than I was as a child, and he used to pin my head against the floor. It felt good to get back at him after all these years."

This regatta turned out to be a real family reunion for the Allan brothers when their parents came to Long Beach to watch the event. It was certainly an appropriate place for the reunion — Skip and Scott are both second generation Congressional Cup sailors. Their dad, Robert Allan, sailed in the first Congressional Cup regatta in 1965, finishing second to Gerry Driscoll.

All of the skippers commented favorably on the changes that have taken place at the Congressional Cup since their last visit. "Sailing inside the breakwater has made life a lot easier," Dennis Durgan explained. Everyone also liked the Catalina 37s used for the regatta, and Dick Deaver simply could not get over how much umpiring had changed the whole mood of the event.

Deaver won his two Congressional Cup regattas in the era when skippers routinely spent their days on the water and their nights in the protest room. "It's great to come in after the racing and laugh and drink together. With the on-the-water umpires, I can do things now I used to get thrown out for," he said with a smile. It's no secret that Deaver lost more than one Congressional Cup in the protest room.

The two former America's Cup winners at the event, Ted Turner and Bill Ficker, always generated the most attention on the water. Turner's wife, actress Jane Fonda, sailed with her husband during the practice sessions, but during the races she led his cheering section from a spectator boat.

Turner retired from sailing in 1980 and has only done about a half dozen regattas since. "In the 16 years I've been away from the sport I talk less than I used to. . . but getting hammered is conducive to talking less," he explained. "However, we're having a real good time — mostly before and after the racing."

During one of the races, Turner's trademark railroad engineer's cap blew over the side. "I was hoping the umpires might stop and pick it up," he quipped. "It cost \$10." (The most recent *Forbes* 400 listed Turner's worth at \$1.6 billion.)

Probably no one had a better time than Bill Ficker. "A week before the regatta my heart was really not in this," he admitted. "I was wondering why I'd agreed to sail here. However, the fun of the competition and the adrenaline rush has changed all that. I'm having the best time of my life," he announced repeatedly.

To get ready for the regatta, Ficker chartered one of the club's Catalina 37s and sailed it in the SCYA Midwinter Regatta.



Pre-start maneuvering in the responsive Catalina 37s became more spirited as the regatta went on. More than one skipper lost his damage deposit.

"Since I haven't sailed for a while I thought I should practice a bit — just for the safety of the other boats!" he explained.

Throughout the week there were frequent comparisons of this regatta to the popular senior tour in golf. The sailors and spectators were obviously enjoying the event. Why not? There was great racing, intense competition, laughter, fun, a lot of mutual respect. . . and a very dramatic finish.

Going into the last race of the double round robin format, Cudmore, Sprague and Scott Allan were all tied at 12-5 with Perry positioned just a click back at 11-6. Because it was Saint Patrick's Day, everyone was trying to be as Irish as they thought they could get away with. Dennis Durgan had special shirts made for his crew that were covered with shamrocks. Scott Allan's wife had given him an enormous green ribbon that he wore conspicuously on his shirt. And then there was Harold Cudmore.

Cudmore was born in Ireland and makes his home in Ireland — it's hard to be more Irish than that. A few old timers remembered that when Cudmore won the Congressional Cup in 1986, it was also Saint Patrick's Day. As if that wasn't enough, the boat Cudmore sailed on the last day was parked in the slip normally occupied by a boat named *Leprechaun*.

Cudmore won his last race, handily beating Skip Allan. Looking back over his shoulder as he crossed the finish line, he could see that Sprague held a big lead (18

seconds at the final weather mark) over Perry. Cudmore knew that if Sprague won, they'd be tied. And because Sprague was 2-0 in his races against Cudmore, Sprague would win the tie-breaker. . . and the Cup.

Then the unbelievable happened. Maybe it was the luck of the Irish, or perhaps there was some help from the leprechauns. Whatever it was, just 100 yards from the finish line, Perry passed Sprague during a jibing duel, and won the race by five seconds. The

silver medal Cudmore had been anticipating suddenly turned to gold.

With uncharacteristic modesty, Cudmore acknowledged later, "We didn't win this regatta, we were given it — but we appreciate it nonetheless." Perry replied, "Harold, you owe me bigtime — and I'm going to collect!"

Was having a Masters Regatta a good idea? "You bet!" stated chairman Bud Tretter emphatically. "This is the best Congressional Cup regatta our club has ever had. Period."

Will there ever be another Masters event? That question is a little harder to answer. Seventh place finisher Dick Deaver suggested with a smile that if there is another one, there should be an old age allowance. There were certainly differences between the skippers who are still actively racing and those who have retired to other pursuits. Still, that didn't seem to dampen the good feelings everyone had about the event.

"I've sailed in a lot of regattas all over the world and have had a lot of fun," said Bill Ficker. "It's easy to have fun when you're winning, but when you lose 14 races and still have fun, that's a great regatta."

But it was Dave Perry, once again, who best summarized the feelings of most people with a quotation from the old master himself, Paul Elvstrom — "The friends we make and the places we see are the real trophies of this sport."

A lot of us went home from this event with some wonderful trophies.

— tom leweck

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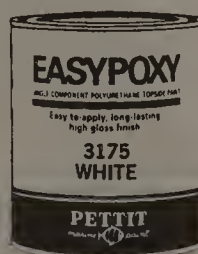


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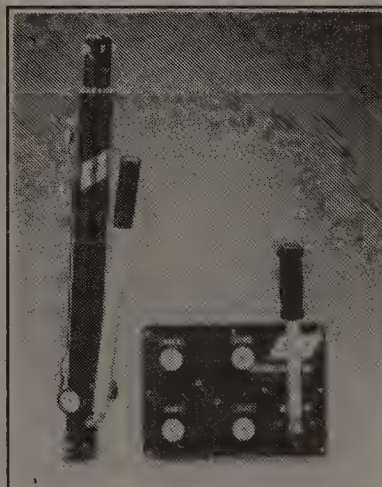
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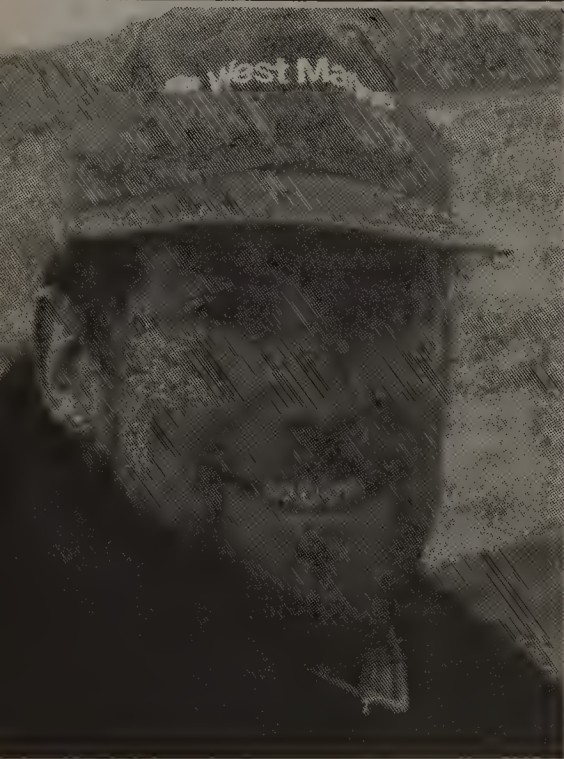
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JOHN NEAL, 25 YEARS —

Career experts agree that the key to success is finding an occupation you enjoy. New Agers recommend following your bliss. College valedictorians exhort their comrades to be true to themselves. Frankly, they're all



John has cruised and taught all over the Pacific Ocean — and remains as enthusiastic as ever.

humming the same tune: Do what John Neal's been doing.

A self-styled entrepreneur with something less than a fanatical interest in the bottom line, the 43-year-old Friday Harbor-based Neal has spent his adult life doing what — for him — is fun and natural: Wandering about the Pacific on a sailboat and teaching others how to do the same.

The easy-going Neal has been at it since the early '70s, and in the process he has covered over 120,000 ocean miles — all of them in the Pacific. While it's not made him rich — he drives an '84 clunker of a Ford van — he's been able to superbly outfit and

"When I left San Francisco in '79 for a three-year cruise, all I had left was \$20!"

maintain a series of three ever-larger boats, and has still has a little left to sock away in the bank. But even more important to him, he's managed to lead both a fabulously adventurous and richly rewarding life — with

a globe's worth of possibilities still on the horizon.

Neal is not one to sit still for long. Between May of '94 and February of '95, for instance, he and small groups of his more recent offshore sailing seminar participants voyaged 2,300 miles from New Zealand to Tahiti; 4,200 miles from Tahiti to Chile; 1,300 miles down the mostly inland passage of Chile; and finally 400 miles to and around Cape Horn. All the sailing was done aboard the Hallberg-Rassy 42 *Mahina Tiare*, Neal's most recent bluewater boat.

With his sailing for the season completed and the boat safely tucked away near the Horn for the southern hemisphere winter, Neal is once again on the move. Between late March and April 13, he will have given 14 *Expanding Your Cruising Horizons* presentations — featuring recent video of Chile and the Horn — at various West Marine stores along the West Coast. In these two-hour appearances, he'll speak on how it's possible for people to change their lives and go cruising.

Then in April and May, Neal — along with ex-wife Barbara Marrett, sailmaker Carol Hasse, and others — will be giving weekend-long cruising seminars in Newport Beach, the San Francisco area and Seattle. The San Francisco seminar (actually in Brisbane) on May 6 - 7 will be a milestone, marking the 80th seminar Neal and friends have presented. More than 4,000 people have attended in the last 19 years, paying an average of \$150 each.

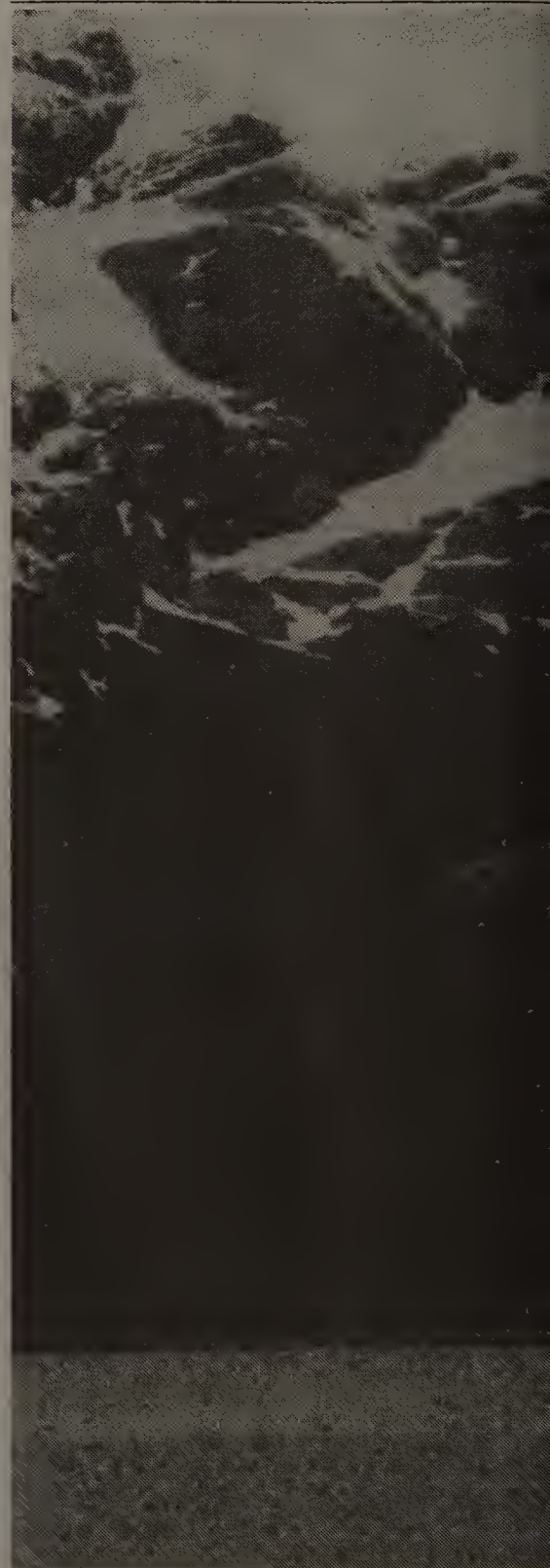
Next January, Neal begins another season of ambitious sail training adventures aboard *Mahina Tiare*. In fact, his trips are planned so far in advance that it's possible to reserve space now for the October 1997 trip from Prince Rupert to Friday Harbor.

Tall and still trim from running and swimming, Neal has wandering in his genes. His father was a truck driver who delivered medical supplies from one corner of Africa to the other. His mother was a nurse in the Sudan. The couple married in Khartoum, and although they weren't sailors and never took it up, they honeymooned aboard a felucca on the Nile River. John was born in the Sudan a short time later.

The family soon moved to Seattle, where at age 12, John bought "a little plastic bucket of a sailboat" for \$79. A neighbor girl had a Sea Scout boat, and the two raced on a nearby lake all summer. John's maintained a strong interest in sailing — and women — ever since.

He was working on a sociology degree when he dropped out of college at age 20 to

take a job at a rehab workshop. His responsibility was to help people free themselves of drug, alcohol and mental problems. He used some of his modest earnings to purchase a Vivacity 20, an English-built twin-keeler. Although he harbored no definite plans for long distance cruising at the time, his fancy was nonetheless tickled by the book *Dove*, in which teenager Robin Graham recounted his



120,000 MILES

circumnavigation aboard a Lapworth 24.

The event that permanently affected Neal's life — as well as thousands of others

— was a Christmas backpacking trip he and a buddy took to Kauai. "I'd never been to the tropics before," says Neal, "but when I saw

these sailboats anchored in the warm, clear waters of Kauai, I said to myself, 'This is it!'"

Upon his return to Seattle, Neal wasted no time preparing to realize his tropical dreams. Deciding that his Vivacity was too small for a round trip voyage to Hawaii that summer, in less than a week he'd acquired a Swedish-built Vega 27 fiberglass sloop. Her primary features were that she was cheap, and that Neal was told sisterships had made ocean crossings. He named her *Mahina*, meaning 'moonlight'.

(Spread) 'Mahina Tiare' sailing across dramatic Seno Taraba, Chile. (Inset) The Hallberg-Rassy in winter storage at the Puerto Williams YC.



JOHN NEAL, 25 YEARS —

He's mildly embarrassed about it now, but when the 21-year-old Neal sailed down to San Francisco in July of '74 on the first leg of what was supposed to be a trip to Hawaii and back, he was green. "I didn't have a clue what I was doing, I just knew I wanted to sail

ALL PHOTOS COURTESY JOHN NEAL

teaches seminars is to prevent people from making all the mistakes he did. But all in all, John and Diane had a wonderful 21-day downwind sail to Hawaii.



Castro, Chiloe. Houses on stilts are common in the southern parts of Chile.

to where it was warm. If you grew up in the Northwest, you'd also want to go where it doesn't snow all winter and rain all summer."

While in San Francisco, the youthful Neal stopped at the old Johnson & Joseph chandlery where he was waited on by "a gorgeous 20-year-old girl" named Diane Dring. "I'm sailing to Hawaii," Neal told her. "Why don't you join me?" She told him to check back the next day. When he did, she signed on for the trip.

An extremely thorough and safety-conscious sailor today, Neal's seminar students would be horrified at some of the ignorance-based risks he took on that first voyage.

"Halfway to Hawaii we didn't know where we were because I'd dropped out, from boredom, of my celestial navigation class. I was a little worried, but then we crossed paths with a boat that gave us a correct position. Given an accurate DR, I was able to take it from there."

Two kids alone on an ocean do crazy things, and John and Diane fit the bill. Becalmed in the Pacific High, they went for a swim around the boat, and later pumped up the dinghy for some rowing. That, however, wasn't the crazy part.

"There hadn't been any wind for a long time," remembers John, "so I hadn't bothered to drop the main or disengage the windvane." Needless to say, a puff of wind came along and the two were barely able to reach *Mahina* before she sailed away without them.

"We were young, stupid — and lucky," admits Neal. He doesn't teach such stunts at his seminars — in fact, one of the reasons he

While in Lahaina in 1974, Neal came to a personal crossroads. He met Dean and Kopi Carmine of San Francisco, who'd not only had just been married at Hilo the week before, but who'd recently returned from six months in the Marquesas aboard their *Islander 33*. "They had these irresistible snapshots of people, waterfalls, peaks and carvings," remembers Neal. "The Carmines — who now live in the East Bay and currently own the motorsailer *Martha Rose* — told me I couldn't just go back to Seattle, that I had to continue on to the Marquesas."

There was nothing John wanted to do more, but he faced a couple of obstacles. First, he needed crew. "Diane had this crazy idea that we had to go back to work when we ran out of money. I didn't see it that way, but she was the responsible type and flew home. I was left alone on *Mahina* — and with a broken heart," he laughs.

The Carmines suggested that a young lady named Cindy, who was then working aboard a 70-foot motorsailer, might want to go. She did. John's current boat is completely equipped — something that couldn't have been said for the original *Mahina*. When he and Cindy left for the Marquesas, they didn't even have a VHF radio.

The two had a rough trip, but they made it — including a 24-hour run of 180 miles with the surprisingly light full-keel boat. "She wasn't meant to sail that fast," says John, "and I wouldn't do it again." Another lesson learned.

Having become accustomed to much larger boats, Cindy bailed a week later on a CT-41 headed for Hawaii. "I couldn't understand why anyone would want to be anywhere else," John recalls. "The rugged

Marquesas were so beautiful and so different! I ended up staying there for three or four months, during which my boat was often the only one at Nuku Hiva."

What had fallen from the sky on the passage from Hawaii was rain, not C-notes, so Neal was pretty much broke. Fortunately, Maurice McKittrick, who owned the only store, wasn't stocking much more than a few rusty cans. "Ever since arriving in Hawaii," says Neal, "I'd been living on mostly oatmeal and rice. In the Marquesas, however, there was fish and I could pretty much live off the land."

Being just 21-years-old and almost the only one speaking English in the remote Marquesas sounds lonely.

"It wasn't at all!" Neal insists. "There was so much to do — and it was all so foreign and totally interesting to me. Besides, I was a young guy and there were these two beautiful Marquesan girls I used to hang around with. In fact, I finally knew it was time to move on when their father wanted me to marry one of them and settle down on the island."

Neal's adventures — and first-hand sailing lessons — continued when he made his initial singlehanded passage, from the



Marquesas to the Tuamotus. A trifecta of a sun-warped plastic sextant, primitive navigation equipment in the form of an RDF, and the region's notoriously tricky currents, brought *Mahina* to within just a few yards of destruction on a reef. But an exhausted Neal heard the surf just in time, and was able to jibe away. "It's the closest I've ever come to losing a boat."

After meandering extensively through the Societies and Cooks, Neal almost lost something equally valuable at Aitutaki: his bachelor status. He fell deeply in love with a local woman named Nanni, and would eventually come within a telegraph operator's blunder of getting married and becoming an 'island boy'.

When he arrived back in Seattle after 15,000 miles of complete freedom in the South Pacific, Neal was no longer fit for normal employment. But he was also broke, and liked the idea of being able to afford food.

In an act of gumption and self-confidence

(Spread) Somewhere in South America. (Inset) The monument to sailors at Cape Horn.



that has marked his life, Neal, an untrained writer, sat down and hammered out *The Log of the Mahina*. Dedicated to the woman he'd been intending to marry in Aitutaki, it chronicled his South Pacific adventures, be they sailing, amorous, or otherwise. The first edition was roughly written, so the only way it would see print was if he published it himself.

"Self-publishing that book was an all or nothing gamble," Neal recalls, "because I had to put my boat up as collateral with the printer." When all the copies had sold in just five months, Neal had come up a winner. In all its revised versions, the book has sold a

'Mahina Tiare' has known the extremes of the Pacific, from the warmth of French Polynesia to the glaciers of Alaska and Chile.

total of 33,000 copies — including a recent run of 2,000. Although Neal didn't know it at the time, the publishing of that book would set him on the direction of what, to date, has been his life's work.

"I had no grand plan when I wrote the book," says Neal, "I just wanted to buy food." But he enjoyed doing it — as well as the associated activities and endeavors that would follow.

"After the book was published, I travelled all over, giving slide shows at yacht clubs and boat shows — selling my book all the while. It was my sole source of income for quite some time. It actually wasn't much, but I was young and didn't need much. Besides, if it came to a choice between doing that and working in an office, it was an easy decision for me to make."

John's next enterprise, weekend-long — 10 hours on Saturday, 10 hours on Sunday — seminars were a natural offshoot of the book and the personal appearances. "Having read my book or seen me in person, people started calling and writing me for advice about boats, itineraries, windvanes — everything related to cruising the Pacific. There was a need for such seminars, so I filled it."

In the beginning, these programs were relatively basic, reflecting the somewhat limited experience Neal had gained from just one relatively ill-equipped cruise. The "handbook, for example, was just 10 pages stapled together. But one of Neal's trademarks is constant improvement, in everything from his boats, to his knowledge, to his experience.

"The seminar handbook has been revised 22 times since 1976," he says, "and it's now 240 pages long." Other advancements in the seminars have included significant input from experienced women sailors, as well as



JOHN NEAL, 25 YEARS

periodic appearances by the likes of Robert Perry. And improvements in Neal personally. "I used to be shy," he chuckles. "I'm not anymore."

When it comes to the seminars, Neal and friends appeal to a broader audience than the 'small boat and simplicity' Pardeys, are a little less opinionated than the Jessies, and speak more to middle-income cruisers than do the Dashews. Neal, who goes out of his way to declare he sincerely respects and enjoys the work of those mentioned above, is thoroughly prepared, soft-spoken, open-minded — and for an expert, unusually supportive.

"I love teaching cruising almost as much as I do cruising itself," he explains, "because I'm able to help a lot of people make changes in their lives for the better. I have nothing against people who teach tax planning or give real estate seminars, but I just couldn't do those kinds of things."

To date, over 4,000 people have taken the weekend seminars — and many have put what they learned to practice. "A surprising number of our students have done circumnavigations," says Neal, "and we constantly get postcards from all over the world."

In the early days, there was only a little money in the seminars and books. So Neal built two very modest homes, dabbled in flying small planes, and even operated a boat brokerage and marine supply store. But hungering for Pacific adventures once again, he sold his house and bought a Hallberg-Rassy 31 he christened *Mahina Tiare*. "I wanted to go cruising again," he explains, "but with a little larger boat, a little more comfort, and a diesel engine."

Having sold his house, he was able to outfit the Hallberg-Rassy more properly than the Vega 27. However, he still couldn't afford a proper liferaft, and it would be another four years before he was able to trade for a SatNav.

"Based on my own experience," says Neal, "I know it's a common problem for people to spend so much money on the boat that there's not enough left for all the gear that would make their voyage safer and more comfortable. When I left San Francisco in '79 for a three-year cruise, all I had left was a single traveller's check for \$20!"

What Neal also had, however, was \$1,500 of fabric, a Pfaff industrial sewing machine, and the skill necessary to operate the machine. Being able to repair sails and build awnings proved to be useful skills while on the go. "From time to time, I even had big boats following me around to get their sails sewn," says John. "And when I returned to Friday Harbor three years later after a cruise to New Zealand, I had \$300 in my pocket — and a wealth of great memories."

"My \$600 sewing machine supported me for four years — and I'm not the only one," he continued. "If you're good at repairing sails and working with canvas, you can make a living anywhere there are lots of boats."

Just prior to starting another three year cruise aboard *Mahina Tiare* in 1986, Neal

More than 4,000
people have
attended Neal's
offshore cruising
seminars.

married Barbara Marrett, a graphic artist. Marrett would eventually sail 42,000 ocean miles with Neal, although not with exactly the same amount of fervor. "Barbara is an artist," says Neal, "and enjoys having her house, her garden, her writing and being settled. I'm just the opposite. If I'm gone for 11 months, I come back and see people doing all the same stuff they were doing when I left. After a week, I'm itching to get away."

"Even though it's not her main interest in life, Barbara wandered around with me for five years on boats," Neal continued. "And she really enjoyed it — especially when it was just the two of us. But given our opposite natures, we separated in '92 and were divorced a little over a year ago. But she's a wonderful person and we're still good friends. In fact, we still work together and I'm renting her house for the summer."

Indeed, Barbara remains an integral part of Neal's cruising seminars. In addition to her general sailing knowledge, Barbara has a perspective that is common to a lot of women: she enjoys cruising, although not quite as much as the man in her life (at the time) did.

It was Marrett, curiously, who suggested that she and Neal buy a larger boat. "The Hallberg-Rassy 31 we had was paid off and just fine for Pacific cruising," remembers John, "but Barbara thought it would be great if we could have a larger boat so friends and family could join us in the tropics. She figured I could pay for it by working in a chandlery or something. I couldn't help but

laugh, because I wouldn't be able to afford the monthly payments on that."

Ironically enough, it was the seed Barbara planted for a bigger boat that has blossomed into Neal's largest source of income. "A little while after that initial discussion," says John, "we met a German guy in Fiji with a Hallberg-Rassy 38. He told us he'd paid her off in eight years by taking people on sail training expeditions across the Atlantic. His only regret was that he hadn't gotten the slightly larger Hallberg-Rassy 42."

Getting a larger boat would fulfill Barbara's wish, and it would also allow Neal to offer sail training aboard his own boat. He'd done a number of sail training cruises several years before with chartered boats in Tahiti, and had enjoyed the hands-on teaching.

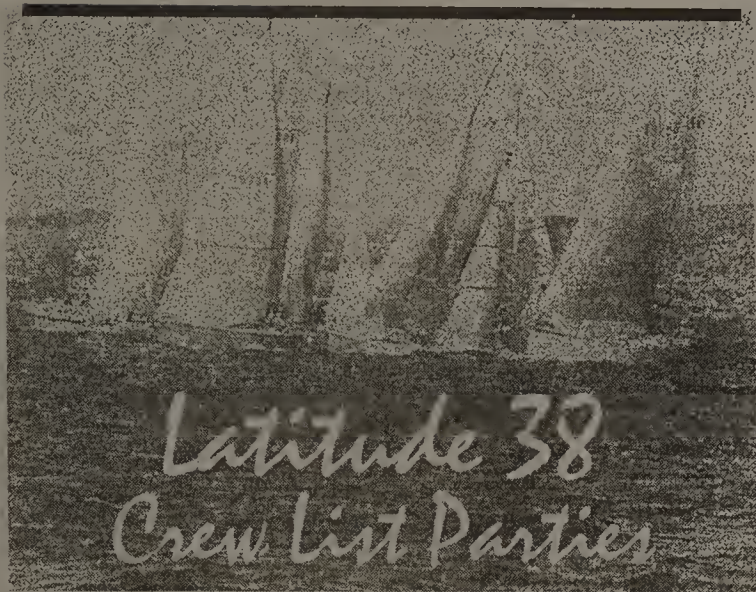
So in December of 1989, he and Barbara purchased a Hallberg-Rassy 42 they also named *Mahina Tiare*. Starting in 1991, the couple began sailing the boat close to 10,000 miles a year on sail training voyages from one end of the Pacific to the other. But after a couple of seasons of living with as many as six guests aboard a 42-foot boat, Barbara no longer enjoyed it. For the last three years, John has been doing the trips on his own.

"It's been a great adventure for me," Neal says. "True, I don't have much money in the bank, but I'm getting the boat paid off." And make no doubt about it, having had small boats in his youth, Neal appreciates a larger boat. "The smaller boats were just great, and I loved all my cruising on them. But there's no denying that larger boats are more comfortable boat at anchor and at sea, and that after making 150 miles a day, it's hard to go back to 120 miles a day."

A 42-footer is also more suitable for challenges such as Neal's recent cruise down the coast of Chile and around Cape Horn. We'd fill you in on the details of that adventure, but what's the point if you can get it straight from Neal himself? Call your local West Marine store for the dates of his *Expanding Your Cruising Horizons* presentations, or (206) 283-0858 for information on the weekend Cruising Seminars and/or the Offshore Sailing Expeditions.

We will, however, spill the beans on one topic. Sailing to Cape Horn wasn't so much an end for Neal as a means of positioning *Mahina Tiare* for next's year's ultimate adventure: A sail training expedition to Antarctica. It sounds like an appalling idea to warm weather zealots such as ourselves, but Neal is characteristically enthusiastic, for to him it seems only natural and fun.

— latitude 38



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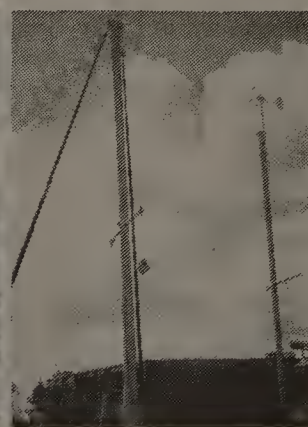
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1995 'BIG' CREW LIST —

It's a little known fact, but Herman Melville wrote the first Crew List. Well, okay, technically he wrote *about* the first Crew List, but it influenced how this whole thing worked for years to come.

Back in the 1850s it worked differently, of course. You couldn't just call people up because — what a pain — the telephone hadn't been invented yet. No, back then you had to go to sleazy waterfront dives like the Spouter Inn, deal with surly innkeepers and end up bunking with this Queequeg character who carries around a harpoon and has tattoos all over his body. We actually had a similar experience in the Phillipines once, but it was with this girl who liked to drip hot wax on herself and had a big rose tattoo on her. . . well, maybe now's not the time for that story.

Anyway, after all this trouble Ishmael goes to in order to get on the *Pequod*, look what happens. He gets this captain with a chip on his shoulder about the size of Mars, plus the guy won't stop yelling about some white whale or something. And not just any white whale. Nooooo. This clown isn't going to stop for beer or burgers or anything until he find one *particular* white whale. When he does, the whale sinks the ship and everybody but Ishmael dies.

This story probably set crew listing back 50 years. In fact, everybody tried to hush it up, but Melville was kind of like the Bob Woodward of the mid-1800s. He wrote about it anyway and named names. All the powers that be could do in the end was say he made the whole thing up, and *Moby Dick* has been known as a work of fiction ever since. You, our faithful readership, now know the sordid truth.

In an attempt to bring Crew Listing back into the mainstream and clear Melville's good name, *Latitude 38* began to run our own version of the Crew List more than 10 years ago. Of course, ours comes complete with all the modern conveniences — phone numbers, codes for skill and experience levels, even special categories so you can pick the type of sailing you want to do, rather than wake up in the foc'sle of some outbound whaling ship with a tattooed cannibal.

Unless that's what you're looking for. . .

So welcome back our friends to the show that never ends — the 1995 Cruising, Daysailing, Co-Chartering and Boat-Swapping Crew List. If your name appears here, chances are good that you already know the drill — look for the listing showing the type of sailing you want to do, decipher the 'code' beside each name by using the information in the gray boxes (highlighting the most desirable prospects with a red pencil), and then start making calls. If you're listed here, of course, you will likely be receiving calls, too.

If you don't have a clue what we're talking about, it's easy enough to figure out. Plus, you don't have to be listed here to take part. If you were late getting your name in, didn't bother, or are looking at your very first issue of *Latitude* — no problem. All we ask is that everybody wanting to take part in the Crew List first read and acknowledge the disclaimer in the gray box at the top of the page. Or, as we said in the very first Crew List, which appeared in the April, 1982, issue, "If using this list leads to your getting hurt, killed or married, it's not our fault. If you aren't something of a risk-loving swashbuckler who can handle him/herself in any situation, don't use this list."

The interviews you will conduct with your prospective skipper or crew will vary widely with the situation. People joining up for occasional daysails will naturally remain a lot more flexible than those heading over the horizon for long periods with the same people. Here's a general guideline for the more involved Crew List situations:

If we were looking to crew on a cruising boat, we'd certainly ask a potential skipper about his experience, planned destinations and itinerary — and how flexible those latter two are. We'd ask about financial arrangements, accommodations, how the watch system works, how much (or little) stuff to bring and what non-sailing duties

IMPORTANT NOTICE: The *Latitude 38* Crew List Advertising Supplement is for informational purposes only. *Latitude 38* does not make or imply any guarantee, warranty or rec-

he expects of crew — cooking, shopping, painting, etc. We'd ask when the boat was last surveyed, how much the skipper prefers to sail vs. motorsail, amenities aboard (hot/cold water, refrigeration, etc.), and what primary and back-up navigation systems he uses. Don't forget the 'little' stuff either, like rules aboard regarding smoking, drinking, snacking, playing music, entertaining guests, bathing, and so on.

A skipper, of course, will be more concerned with skills, experience level and compatibility. It's worth noting here that, to some skippers, people with little or no experience are sometimes preferable to those with lots of sea miles — they're easier for the skipper to 'train' to do things his way.

One more thing on the pre-planning: if you really want to get into this networking thing, we suggest writing out your list of questions on a sheet of paper, leaving lots of room in between. Then make a bunch of copies. If you remember to write each potential skipper or crew's name at the top of the sheet when you make contact, then jot down his/her answers, you won't forget who said what. If you don't do this, we can almost guarantee you'll start to fuzz out by the third or fourth call.

Please note these few do's and don'ts regarding the Crew List.

Do: 1) Be honest. We've been on boats where people 'bluffed' their ways aboard by claiming more experience than they had. When the truth came out in short order — and it *always* will — it was embarrassing for both them and the rest of the crew. So don't do it. 2) Please call only during 'normal' daylight hours. In most cases, you will lose points, not make them, by calling someone after 9 p.m. or before 9 a.m. 3) Live up to any commitment you make. 4) Be realistic about any commitment you make. Sailing, and particularly cruising, is not always fun or done under ideal conditions.

Don't: 1) Please *don't* use the Crew List as a meat market. Despite what a lot of you sexist macho wankers out there might think, men and women really can have a lot of fun together without exchanging bodily fluids. 2) Don't overlook the steady hand of experience in favor of the exuberance of youth. Especially if the youth favors Megadeth tapes or any type of rap music. 3) Don't get discouraged if the first few calls don't work out. Hey, back when we were dating, we got rejected so many times we were sure we'd have

*Don't miss the
Latitude 38 Crew List Parties*

April 4 — Encinal YC

April 6 — Corinthian YC

Be there!

eaten our meals alone in a women's prison. And look at us now!

On second thought, maybe that's not such a good analogy. . .

Now for the perks.

The 1995 Crew List parties take place April 4 at the Encinal YC in Alameda and April 6 at the Corinthian YC in Tiburon. Both parties run from 6 to 9 p.m.

Everyone is invited to the Crew List parties, whether you are on

ommendation as to the character of anyone participating in the Crew List, nor the conditions of any boats or equipment. You must judge those things for yourself.

the List, off the List, have a boat that lists, or speak with a lisp. Everyone is welcome except people who try to sneak in early and those without correct change at the door. We're sorry, but this year we're going to have to shoot those people and dump their bodies in the Bay. This abuse of our lovely Crew Listettes has gone on long enough.

Speaking of the lovely Crew Listettes, if you can show them your name on either this Crew List, or last month's Racing Crew List, you get in free. If you can't it'll cost you \$5 to get in. The usual snack-type munchies will be available, as will random door prizes (T-shirts). Both clubs will operate no-host bars.

The Crew List parties, as well as providing a nice break in the weekly grind, are a great place to meet your prospective sailing crew or skipper for the first time after you've done all the preliminary stuff over the phone. If you haven't made contact, it's also a good place to mingle. Crew and skippers wear different colored name tags, so you can spot them easily. You can assume anyone not wearing a nametag is just 'here for the beer'.

Well, that's about it. The whole thing's pretty intuitive once you get going, and if you're a typical Crew Lister, you'll be doing just the type of sailing you want this summer — and wondering why you didn't try a Crew List years ago.

And then you'll remember being forced to read *Moby Dick* in school, and suddenly the reason for all those wasted years of nagging hesitation will be crystal clear . . .

— latitude/jr

CREW LOOKING FOR CRUISING BOATS

MEN TO CREW ON A CRUISING BOAT

Al Colegrove, 46, (408) 353-1164 exp 2a/wants 2/offers 3,4,7.
 Alan Ross, 46, (510) 521-2035 exp 3/wants 2,3,4,5,9/offers 1,2,3,5a.
 Andrew Archibald, 36, (707) 826-0659 exp 3/wants 4,5,6,7,9/offers 1,2,3,4,8 (coastal & celestial nav).
 Balogh Imre, 55, 43-72146532, A-1020 Vienna Austria Prater St. 9 exp 4/wants 5,6,7,8, 10 (NZ)/offers 1,2,5ab (German, Hungarian, Italian, French), 8 (skipper, nav).
 Barry Rletz, 51, (520) 458-9122 exp 4/wants 4,5,9/offers 1,2,3,4,8 (nav, Ham radio, scuba).
 Bill Cady, 44, (916) 441-0968 . exp 2c,3/wants 4,5,7/offers 1,2,3,4,7,8 (scuba).
 Blake W., 73, (206) 752-7201 exp 4/wants 5,10 (circumnave)/8 (100-ton license).
 Bob Earle, 44, (408) 541-4006 or (408) 739-5414 exp 2a/wants 1,2,3,4,5,6,7,8,9/offers 1,2,3,4,5ab,7,8 (computers, private pilot, scuba).
 Brendan D. Smith, 32, (510) 531-3830 or CycleBS@AOL.COM exp 2c/wants 1,2/offers 7.
 Brian Gassman, 25, (510) 654-9120 exp 2a/wants 1,2,3,4,5,6,7,8,9/offers 1,3,5a,8 (understands engineering & design).
 Brian Jewell, 45, (408) 747-4125 exp 2/wants 1,2/offers 2,3.
 Brian Murphy, 50, (415) 824-8514 or fax (415) 826-6850 exp 3/wants 5 (esp. cruising races e.g. Pacific Cup)/offers 1,3,7,8 (judgment & humor).
 Brian Sheets, 28, (415) 508-5490 exp 2/wants 1,2,3,4,5,6,7/offers 2,3,4,7.
 Charles B. Gordanier, 53, (206) 842-6778 or (206) 345-4986 exp 3/wants 4/offers 2,4,8 (Ham radio).
 Charles S. Rebert, 57, (415) 365-9357 ... exp 2b/wants 1,2,3,7/offers 1,2,3,4,7.
 Chrís Giovacchini, 41, (707) 938-1736 exp 3/wants 4,5,6,7,8,9,10 (S. America./Central America)/offers 2,3,4,5ab (Italian, Portuguese),6,7,8 (winning racer, fisherman, troubleshooter, musician, clown).
 Cliff Jepsen, 36, (415) 386-8613 exp 1/wants 1, 10 (coastal cruising outside Gate)/offers 3,4,7,8 (engine maintenance, welding, painting, etc.)

Cliff Shaw, 44, (510) 939-2490 exp 3/wants 3,4,5,10 (Bay & coastal)/offers 1,2,3,4.
 Colin A. Paul, 31, (510) 247-8972 exp 2c/wants 1,2,7/offers 1,2,3.
 Cory Bloome, 22, (310) 472-2166 exp 4/wants 5,6,7,8,9,10 (anywhere interesting)/offers 3,4,5a,7,8 (some medical training).
 Cyril Hinds, 44, (707) 554-6061 exp 2a/wants 1,4,5,6,9/offers 1,3,4,7.
 Dan Garr, 50, (408) 426-4575 exp 3/wants 5,6,7,8/offers 1,3,4,5b (French, Indonesian),7,8 (coastal nav, music).
 Dave Cearley, 25, (707) 253-8045 exp 2b/wants 5,6,7,8,9,10 (circumnave)/offers 2,3,4,7,8 (diving, nav).
 David Barber, 22, (408) 296-0423 exp 2c/wants 1,2/offers 3,7,8 (swabbie).
 David Zittin, 46, (415) 336-2426 exp 3/wants 2,3,5/offers 2,8 (nav, radio).
 Dennis Moore, 49, (209) 368-2046, 600 S. Central Ave., Lodi, CA 95240 exp 1/wants 9/offers 1, 8 (helmsmanship).
 Donald Cherry, 56, (510) 228-8307... exp 3/wants 1,2,3,4,5,6,7,8,9,10 (Marquesas Trust Terr., anywhere)/offers 1,2,3,4,8 (CG cert. Advanced Offshore Nav).
 DuWayne Olds, 52, (707) 822-2781 exp 2,3/wants 5,7,8,9/offers 1,2,3,4,8 (celestial nav).
 Everett E. Wood, 58, (208) 375-5938, 10462 K-Bar-T Dr., Boise, ID 83709 exp 4/wants 4,6/offers 2,3,4,8 (nav).
 Finbarr "Irish" Duggan, 25, (415) 771-0311 exp 3/wants 1,2,10 (NZ, Australia)/offers 1,2,3,4,5b (French, German),7,8 (medical, nav, woodwork).
 Frank Magnotta, 48, (510) 947-1463 eves. or (510) 422-7285 days exp 3/wants 1,5,7,9/offers 1,2,3,4.
 Fred W. Smith, 49, (800) 959-5076 exp 2b/wants 4,5,6,7/offers 1,2,3,5a,8 (Ham radio, well traveled in Latin America, can teach Spanish).
 Gary Paulson, 44, 128 E. Redwood Ave., Ft. Bragg, CA 95437 exp 1/wants 3,4,5,6,7,8,9,10 (S. America)/offers 1,3,4.
 George Bloom, 64, (510) 865-3903 exp 4/wants 1,2,3,4,5,6,7,8,9/offers 1,2,3,4,5,b (French),7.
 George Luna, 44, (415) 508-0564... exp 3/wants 4,5/offers 3,4,5a,7,8 (plays sax).
 Greg Dillman, 37, (800) 266-5616 exp 2c/wants 1,2/offers 1,2,3,8 (canvas & industrial sewing).
 Gregory Stephens, 31, (415) 771-2667 or fax (415) 771-2222, 2269 Chestnut St., #100, SF, CA 94123 exp 1/wants 1,2,3,9/offers 3,4,6,7,8 (social, party).
 J. Alan Grevious, 41, (916) 351-1771 exp 2c/wants 2,3,4/offers 1,3,4.
 J. Pantenburg, 60+, (510) 769-8350 exp 3/wants 2,3,6/offers 1,2.
 Jack Luomanen, 49, (707) 937-1318 exp 3/wants 1,2,3,6/offers 1,2,4,8 (emerg. med, nav).
 Jack Merkle, 62, (916) 620-3632 or (408) 559-2177 lv. msg. exp 2c/wants 1,2,3,4,5,6,7,8,9/offers 1,2,4,7.
 Jack Morrison, 60s, (415) 457-4600 days or (415) 453-1139 eves. exp 4/wants 4,5,6,7,8,9/offers 1,2,7,8 (reasonably good company).
 James McNamara, 65, (408) 395-5603 exp 3/wants 1,2,3,4,6,7/offers 1,2,3,5b (German),8 (celestial nav).
 Jean-Marc Hatem, 31, 1-43-79-96-18 or c/o Julie Labonté (415) 826-6225 exp 3/wants 5,7,9/offers 1,2,3,4,5b (French),6.
 Jean-Marc Rolland, 42, (503) 547-3198 exp 3/wants 4,5,6/offers 1,4,5ab (French).
 Jeff Colón, 25, (415) 968-7857 exp 1/wants 1,2,3,4,5,6,7,8,9/offers 1,3,4,5a,6,7,8 (chiropractor).
 Jim Cox, 47, (408) 867-0585... exp 2c/wants 1,2/offers 4,7,8 (cruise organizing).
 Jim Kimmet, 40, (612) 551-1249 exp 2c/wants 5,6,7,9/offers 1,2,3,4,8 (coast nav).
 John, 45, (510) 793-8152 exp 2b/wants 1,2/offers 2,3,7,8 (photography, computers).
 John Curtis, 41, (408) 749-2151 exp 3/wants 1,2,3,5,6,7/offers 3,4,7,8 (co-skipper).
 John W. Greer, 55, (916) 454-2913 lv msg, 1300 40th St., Sacramento, CA 95819 exp 3/wants 4,5,6,7,8,9,10 (NZ, Oz, races)/offers 1,3,4,5ab (German),6,7,8 (marksman, fisherman, first aid).
 John Lyons, 68, (503) 482-3927 exp 4/wants 1,3,4,5,6,7/offers 1,2,4,7,8 (RYA Yachtmaster).
 John Meeks, 44, (408) 475-5896 exp 2/wants 2/offers 2,3.
 John Stonich, 37, (408) 684-1694 or W: (408) 971-2002 exp 3/wants 1,2,3,4,5,7/offers 1,6.
 John Dugan, 32, (510) 798-3067 exp 3/wants 1,2,3,4/offers 8 (nav, coastal cruising).
 Joshua Ingalls & Robert Kqagedal, 25, (415) 461-3038 exp 2/want 4,5,7, 8,9/offers 1,3,4,5ab (Swedish),8 (college grads, extensive travel exp, ASA cert.).
 Keith Mahar, 50, (707) 938-8470 exp 2/wants 4/offers 2,3,4.
 Kenneth L. Kane, 64, (916) 253-3889 exp 2a/wants 1,3,4,5,6/offers 3,4,8 (basic sailing instructor community college cert.).
 Kirk Dunnan, 28, (916) 756-0634 exp 3/wants 1,5,6,7,8/offers 1,2,3,4,7,8 (private pilot, marine elect./mech., artist, sense of humor).
 Larry Brown, mature, (408) 395-5822 exp 3/wants 1,4,6/offers 1,3,6,8 (owns a 30' cruising sloop, jolly good company).
 LLoyd, 50+, (916) 457-4287 exp 4/wants 4,5,6,7,8,9,10 (the world)/offers 1,3,4,5a,7,8 (diver, medic, rescue).
 Louis Labonté, 26, (819) 562-0189 or c/o Julie Labonté (415) 826-6225 exp 3/wants 4,5,6,7,8,9/offers 1,3,4,5b (French),8 (scuba, dive master).

1995 'BIG' CREW LIST —

Mark Hanneman, 51, W: (707) 422-1880 or H: (707) 422-8555 exp 2/wants 1,2,3,4,6,7/offers 1,2,4.
Mark Jackson, 42, (209) 367-9701 exp 2c/wants 2,5,9,10 (Mex summer)/offers 3,5a,8 (doesn't panic).
Mark Joiner, 41, (510) 376-9035 exp 4/wants 1,2,3,4/offers 1,3,5b (Conch),8 (nav, trim).
Mark Kyle, 39, (415) 821-2283 exp 2c/wants 1,2,3,4,5,6,7,8,9,10 (Central/So. America, US East Coast)/offers 1,3,4,5a,7,8 (gregarious, hard-working, quick study).
Mark Lawn & son Thomas, 41/7, (415) 331-5882 exp 2/wants 1/offers 2,3,7,8 (USPS training to advanced piloting, powerboat skipper).
Matt McDoneil, 23, (510) 530-3469 or 837-8863 (father) or 820-7053 (mother) exp 1/wants 1,2,3,4,5,7,8,9/offers 3,4,7.
Merv Francies, 66, (415) 344-3390, 729 Acacia Dr., Burlingame, CA 94010 exp 3/wants 1,2,3,4/offers 1,3,4.
Michael Alvarez, 54, (415) 781-1960 exp 3/wants 1/offers 3,5a,8 (owned Cai 20 ten years).
Michael Kennedy, 44, (209) 333-2999 exp 2a/wants 1,2,3,4,5,6,7/offers 1,2,3,4,5a,7,8 (storytelling).
Michael E. Simi, 48, (510) 885-1120 exp 3/wants 1,2,5,9/offers 3,4,6.
Miles Clayton, 50, (706) 650-2368 or W: (706) 787-7155/8128 exp 3/wants 1,3,4,5,6,7,9/offers 1,3,4,5a,7,8 (CPR, nav).
Neal Daskal, 40, (510) 268-4007 exp 3/wants 1,2,4/offers 3,4,7.
Nicholas Gouiden, 35, (707) 766-9246 exp 3/wants 1,6,7,10 (deliveries)/offers 2,3,4.
Paul Halder, 41, W: (916) 752-7380 or H: (916) 662-6974, PO Box 72214, Davis, CA 95617 exp 2,3/wants 4,5,6,7,8,9/offers 1,3,4.
Peter Lipa, 50, (916) 455-2210 exp 3/wants 1/offers 2,3,5b (Czech).
Philippe F. Nicolai, 52, (408) 476-5843 exp 4/wants 4,5,7,8,9/offers 2,3,4,5ab (French),7,8 (deliveries).
Rad Hall, 26, (415) 928-8589 exp 2a/wants 1,2,3,4,5,7,8,9,10 (loves tropics)/offers 1,2,3,4,5ab (French),6,7,8 (guitar, surfing, woodwork, chess).
Richard R. Bell, 40s, (503) 271-5409, PO Box 121, Reedsport, OR 97467 exp 1,2a/wants 4,7,9/offers 1,2,3,4,5b (German),6,7,8 (shipwright, computer, CEO).
Richard Stevenson, 49, (916) 689-3219, PO Box 261, Rancho Cordova, CA 95741 exp 2b/wants 1,2,4/offers 1,2,3.
Robert Ferdon, 61, (916) 338-3201 exp 3/wants 4/offers 1,4.
Robert Graham, 26, (415) 922-8858 exp 3/wants 2,3,4,5,6,7,8,9/offers 1,3,4,5ab (French),7,8 (professional masseur).
Roman Rivas, 48, (415) 221-5058 exp 3/wants 1,4,9/offers 1,2,3,4,5a.
Romeo D. Danais, Jr., 48, (408) 287-9150 exp 2c,3/wants 2,4,7,8/offers 1,3,4,5ab (French),7,8 (scuba).
Ron DeBiasi, 43, (510) 686-0422 exp 3/wants 1,2/offers 1,2,3,4,8 (CPR).
Ron Taylor, 43, (415) 389-9275 exp 3/wants 4,5,7,9/offers 3,4,5a,7,8 (woodwork, makes great music tapes).
Saul Lincer, 34, (510) 672-7459 exp 2c/wants 4,5,6,7,8,9/offers 1,2,3,4.
Steve Garrison, 45, (209) 291-5296 exp 1/wants 1,2/offers 3,4,7.
Steve McCarthy, 45, (510) 582-4718 or W: (510) 536-6163 exp 4/wants 1,2,3,5,6,7,9/offers 1,3,4,7,8 (scuba, fishing, computer lit).
Steve Wedi, 48, (415) 349-4765 exp 3/wants 1,2/offers 2,3,8 (6-pack, scuba).
Steven Nicosia, 23, (209) 835-8834, PO Box 518, Tracy, CA 95378 exp 2a/wants 2,3,4,5,7,8,9/offers 3,4,7,8 (fit, mechanically inclined).
Stewart Anderson, 39, (808) 828-0920, Gen. Del., Kilauea, HI 96754 exp 2/wants 5,9,10 (Fiji to NZ)/offers 1,3,4.
Terry Gotcher, 52, (408) 238-3656 exp 3/wants 1,2,3/offers 7,8 (basic CG nav).
Tim Scully, 31, (415) 931-3546 exp 2c/wants 2,3,4/offers 1,3,4.
Tom Blackstone, 60, (707) 539-3291, 4728 Stonehedge, Santa Rosa, CA 95405 exp 1/wants 1,2,6,7,9/offers 1,8 (deck or helm).
Tom Lawrence, 22, (408) 296-0423 exp 1/wants 1,2/offers 3,7,8 (desire).
Tony Truong, 35, (408) 922-0200, e-mail: TRUONG@MIS.8MOS.COM exp 2/wants 1,2/offers 2,3,4,5b (French, Vietnamese, Japanese).
Tracy McGee, 31, beeper: (415) 207-0172, PO Box 470402, SF, CA 94147 exp 3/wants 1,2,3,4,5,6,7,8,9/offers 1,2,3,7.
Warren Hraback, 52, (602) 878-1475 exp 4/wants 4,5,7,8,9/offers 1,2,3,4,5a,6,7,8 (instructor: first aid, scuba, windsurfing).
William Goodman, 20, (510) 284-8507 exp 2c/wants 1/offers 1,3,4.

Carol Whitney & Kelly Stallings, 28, (415) 824-0519 or (415) 346-8101 exp 1/want 1,2/offer 7,8 (humor, conversation).
Cathy, 46, message or fax: (510) 848 7642 exp 3/wants 1,2/offers 3,4,7,8 (casual racing).
Cheryl, 30, 4286 Redwood Hwy., Rm. 359, San Rafael, CA 94903 exp 2a/wants 1,4/offers 3,4,5ab (French),6,7.
Christina, 28, (510) 247-8972 exp 2c/wants 1,2,3,4,5,7,8,9/offers 1,3,4,5b (French,Greek).
Christine Thomas, 48, (510) 735-0243 exp 4/wants 1,2,3,5,6,7,8/offers 3,4,5,7,8 (solid crew/skipper/boat owner exp.)
Dana, 39, (619) 298-6511, 2726 Shelter Island Dr. #136, San Diego, CA 92106 exp 3/wants 4,5,7,8,9/offers 4,6.
Daniele November, 38, (805) 985-7111 exp 3/wants 4,5,7,8,9/offers 3,4,6,7.
Darlene Carroll, 31, (510) 548-2292 (work, 11-6 Tues-Sat only) exp 2c/wants 1/offers 3,4,8 (enthusiasm).
Debra Andreis, 38, (707) 763-8383 exp 2a/wants 1/offers 4.
Diane, 40, (415) 495-5612 exp 3/wants 1,2,3,4,5,7,8,9/offers 1,3,4,5b (French),6,7,8 (racing tactician).
Diane Scott, 37, (415) 389-6352 exp 2b/wants 1/offers 4,6,7.
Elizabeth, late 30s, c/o Strong, Box 16182, Portland, OR 97216 exp 3/wants 5,9/offers 4,7,8 (provisioning, administration, Tai Na massage, writing).
Erica Abt, 51, (808) 661-3568, 104A Wahikuli Rd., Lahaina, Maui, HI 96761 exp 3/wants 5,7,8,10 (Greek Isles)/offers 1,4,5ab (German, Hungarian),6,7,8 (artisan).
Glória, 46, (805) 966-6104 exp 1/wants 4,6,7/offers 1,4,6,7,8 (writer, yoga instructor, hands-on healer).
Heather P., 24, PO Box 72273, Davis, CA 95617-2273 exp 1/wants 1,2,4,5,6,7,8,9,10 (So. America, Southeast Asia)/offers 3,4,7,8 (writing, computer skills, humor, massage).
J. Wiles, (415) 332-5179 exp 3/wants 1,3,4,7/offers 1,2.
Jan, 55, (510) 724-8034 exp 3/wants 1/offers 3,4,7.
Janice, 21+, (415) 558-9303 exp 3/wants 1,5,9,10 (open)/offers 3,4,7,8 (RN, doesn't get seasick).
Jay, 40, (415) 457-7925 exp 3/wants 4,5,7,8,9/offers 3,4,5,7,8 (resourceful, reliable, enthusiastic, briterwork, humor, photography, haircuts).
Jean, 40-50, (503) 981-6289 exp 3/wants 3,4,5,6,7,9/offers 1,4.
Jenne, 40, (408) 279-6190 exp 3/wants 1,2,3,4,5,7,10 (Tahiti Cup race)/offers 3,5b (French),6,7.
Joann, 40, (408) 425-5230, PO Box 1390, Santa Cruz, CA 95061-1390 exp 3/wants 2,5,7,9,10 (open)/offers 3,4,7,8 (honest, cheerful, basic first aid).
Karen, 43, PO Box 5265, Chico, CA 95927 exp 1/wants 6/offers 4,7,8 (good listener, conversationalist).
Kathy, 40, (415) 765-8694 exp 2/wants 1/offers 4,7,8 (great joke teller).
Laura, 27, 1907 Delaware Ave., Santa Cruz, CA 95060 exp 3/wants 1,2,4,5,6,7,8,9,10 (anywhere; ocean)/offers 3,4,6,7,8 (guitar, athlete: loves to climb masts).
Laurel, 31, (415) 343-3519 exp 2c/wants 1,2/offers 2,3,4,7,8.
Lauri Flynn, 48, (415) 752-4046 exp 1/wants 1/offers 4,7.
Leongah Wheeler, 31, (415) 522-6833 exp 1/wants 1,2,3,4,5,6,7,8,9,10 (anywhere)/offers 3,4,5a,6.
Margaret S., 30, P.O. Box 72273, Davis, CA 95617-2273 exp 1/wants 1,2,3,4,5,6,7,8,10 (Ireland, Scotland, NZ)/offers 3,4,7,8 (first aid/CPR, tides/nav/knots, use of cottage near Cork, Ireland).
Margie Shields, 51, (805) 899-2718 exp 2c/wants 10 (Santa Barbara Channel Islands)/offers 3,4,7.
Marina, late 40s, (415) 381-0123, 651 Miller Ave., Mill Valley, CA 94941 exp 2c/offers 7.
Martha, 32, (707) 778-2163 exp 2c/wants 1/offers 3,4.
Maureen, 48, (916) 564-4929 exp 2c/wants 1/offers 1,4,7,8 (nav, outgoing).
Maya, 28, 6617 Telegraph Ave. #4, Oakland, CA 94609 exp 2b/wants 5,7,8,9/offers 1,3,4.
Meg Keller, 40, (813) 527-5526 exp 2,3/wants 7,10 (Florida)/offers 1,4,5a,6,7,8 (Spanish teacher; knows Cuba & Hispanic countries).
Miki Pryor, 50, (510) 567-8727, 6300 Leona St., Oakland, CA 94605-1228 exp 2b,3/wants 5,7,8,9,10 (long distance, Pacific, Cooks, Tuamotus, Marquesas, Thailand, circum-nav)/offers 1,3,4,5b (French),7,8 (scuba, CPR, photographer, filmmaker, yoga).
Naomi, 45+, (310) 822-0491, fax (310) 839-0651 exp 4/wants 4,5,7,8,9/offers 1,4,5a.
Nicole, 22, (805) 643-7873 exp 2b/wants 4,5,7,8,9,10 (Australia)/offers 1,3,4,8 (crewed on diveboat).
Page, 29, 1725 Haight St., San Francisco, CA 94117 exp 3/wants 4,5,6,9,10 (NZ/Asia)/offers 1,2,3,4,7,8 (highly organized, works well w/cultural & language barriers).
Pam, 40, pager: (415) 615-3027 lv. voice msg. exp 2a/wants 1,2,3/offers 4,6,7,8 (positive mental attitude).
Pasha, 47, (619) 421-8844 exp 3/wants 4,6,7/offers 1,4,5a,6,7,8 (world traveler, fun).
Pat, 49, PO Box 3044, Sausalito, CA 94966 exp 3/wants 1,2,3,4,5,6,7,8,9/offers 1,3,4,5ab (Dutch, French, Italian), 8 (boat owner, good sailor).

WOMEN TO CREW ON A CRUISING BOAT

Anita Bischoff, 33, e-mail: bischoff@uclink.berkeley.edu or fax (415) 541-0761 exp 2b/wants 1,2,9,10 (wkends from near Berkeley)/offers 1,4,6,7.
Ann Simon, 42, (415) 984-6135 exp 1,2a/wants 1,2/offers 4,6,7.
Annette, 55, (702) 832-0804, PO Box 5941, Incline Village, NV 89450 exp 3/wants 5,7,10 (long ocean passage)/offers 1,3,4,8.
Barbara Hudier, 39, (415) 721-0917 exp 2c/wants 1,2/offers 4,7.
Brenda, 36, (415) 389-6058 exp 2/wants 1/offers 4,5a.
Brenda Seay, 42, (714) 962-5344, PO Box 5880, Huntington Beach, CA 92615 exp 3/wants 3,4,5,7,9/offers 1,4,6,7.

SOMETHING FOR EVERYONE

Patricia, 42, (415) 285-7118 or fax (415) 285-1817 exp 3/wants 1,2,3,4,5,6,7,8,9/offers 3,4.
 Rae Hertica, 42, (702) 646-6427 exp 3/wants 4,7,9/offers 3,4,7,8 (scuba instructor).
 Ricki Brooke, 42, (415) 332-8181 exp 2c/wants 1,2/offers 3.
 Rosemary, 47, (510) 769-1845 exp 2c/wants 1,5,7,8/offers 1,4,7,8 (humor).
 Sara, 22, (408) 257-6814 exp 2c/wants 1,2,4,7/offers 1,3,4,5a,7.

"WANT TO CREW" CODE

MY/OUR SAILING EXPERIENCE IS:

- 1) None, but I/we will do anything within reason for the chance. I understand that from time to time I'll probably get cold, become seasick, get mad at the owner and wish like hell I was anywhere but on the boat. I'm still game.
- 2) Some. At least a) 5, b) 10, c) 20 sails on the Bay while being active and suffering the normal cuts, bruises and hollering.
- 3) Moderate. Several years active crewing on the Bay or at least one trip to Southern California.
- 4) Lots. Several long ocean passages.

I/WE WANT TO CRUISE:

- | | |
|--------------------------------|------------------|
| 1) SF Bay and Delta | 7) Caribbean |
| 2) Monterey Bay | 8) Mediterranean |
| 3) Southern California | 9) Anywhere warm |
| 4) Mexico this fall/winter | 10) Other |
| 5) Hawaii and South Pacific | |
| 6) Pacific Northwest or Alaska | |

I/WE CAN OFFER:

- 1) At least a month of shared expenses
- 2) Mechanical skills: engine, electronics, refrigeration
- 3) Elbow grease for bottom work, varnishing and other upkeep
- 4) Cooking and cleaning skills
- 5) Language skills — I'm reasonably conversant in a) Spanish;
b) Other(s) _____
- 6) Ornamental skills — I look good in a bikini
- 7) Mental skills. I may not look like a playmate, but I don't think like one, either.
- 8) Other skill(s) _____

Shannon Wood, 30, (415) 380-9170 exp 1/wants 1,2,3,9/offers 6,7
 Sharon, 42, (510) 841-5636 exp 2a/wants 1,2,3,4/offers 1,3,4.
 Shaun, 33, (707) 433-4645 weekday eves. or 418 #6 Pipper, Healdsburg, CA 95448 exp 3,4/
 wants 1,3,4,5,7,9/offers 1,3,4,6,7,8 (great company, good at keeping close watches).
 Shell Boyd, 31, (303) 923-6376 msg exp 4/
 wants 5,6,7,8,9,10 (circumnave)/offers 1,3,4,6,7,8 (enthusiasm, dependability).
 Stella Apostolos, 59, (415) 499-7707
 exp 2/wants 1,5,7,8,9/offers 1,4,8 (great attitude & team player).
 Sue, 43, (707) 526-1757 exp 2b/wants 1,2/offers 3,4,6.
 Susan, 42, (415) 474-0666 exp 3/
 wants 1,2,10 (Calif. coastal/ocean)/offers 1,3,4,5b (French),6,7,8 (nav).
 Susan, 40, (415) 461-3949 exp 3/wants 1,2,4/offers 4,8 (RN).
 Susan Rosso, 43, (510) 939-7303 or pager/voice mail: (800) 757-6001
 exp 3/wants 1,2/offers 3,4,7,8 (used to cruise own boat).
 Sylvia Wu, 34, (415) 225-2083 exp 2c/wants 1/offers 4,7.
 Taimi Barty, 22, day: (415) 255-0860 or home: (415) 928-6235
 exp 2c/wants 1/offers 3,4,5b (Swedish, French).
 Thea L., (415) 925-4884 ext. 402, Box 1744, Ross, CA 94957
 exp 3/wants 5,6,7,8,9/offers 1,3,4,7,8 (no smoke, no drink).
 Valerie, 49, (408) 236-2245 exp 2/wants 1,2,4/offers 1,3,4,5ab (French, Greek),7.
 Vivan Dondero, 40+, (510) 256-9466
 exp 2c,3/wants 1,2,4,5,6,7,8,9/offers 3,4,7,8 (childcare).

COUPLES TO CREW ON A CRUISING BOAT

Arie Dendekker & Mary K. FencI, 37/37, (510) 652-6707
 exp 2/want 1,2/offer 1,3,4,5b (Dutch).
 Beth & Richard Geiger, 36/50, (209) 983-8401
 exp 2/want 1,2,4,5,7,9/offer 1,2,3,4,7,8 (nav).
 Bill & Diana Barash, 50s, (415) 456-8856 exp 2c/want 1,2,3,4/offer 3,4,7.

Bill & Diane Oney, 49/44, (702) 849-1747... exp 2c,3/want 4/offer 1,2,3,4,5,7,8
 (professional marine mechanic & electrician, nav, boat owners, non-snivellers).
 Bob & Yari Smithson, srs, (503) 382-6470, 1075 SE Black Ridge, Bend, OR
 97702 exp 3/want 4,7,8,9/offer 1,2,3,4,5b (Czech, German).
 Brett & Joan, 43/32, (805) 569-3357 exp 4/want 4,5/offer 2,4,5a,8 (nav).
 Brian & Tinker Rovira, 55/52, (916) 583-2103
 exp 4/want 4,5,7,8,9/offer 1,3,4.
 Brian & Rena Dolan, 31/41, (408) 264-8940 exp 1/want 1,2/offer 3,4.
 Chris & Carol Paulsen, 42/36, (707) 762-9265...exp 4/want 4,5,7/offer 1,3,4,5a.
 Colin & Christina, 31/28, (510) 247-8972
 exp 2c/want 1,2,3,4,5b (French, Greek).
 Dennis & Mary Corey, 48/51, (209) 474-6508 exp 1/wants 1,2/offers 3,4.
 Don & Vivian Russell, 63/59, (916) 489-6450
 exp 3/want 6/offer 1,4,8 (coastal nav).
 Eric Clough & Cheryl Davies, 32/28, (916) 477-7149, 11056 Suzanne Way,
 Grass Valley, CA 95945 exp 1,3/want 1,2,3,4,5,6,7,8,9/offer 1,2,3,4,5ab (French).
 Greg & Ann Chaput, 38/32, (916) 444-6431
 exp 3/want 1,4/offer 2,3,4,5ab (French),8 (cabinet maker).
 Jeff MacDougall & Angela Palermo, 39/35, (415) 769-9354
 exp 1,3/want 1,2/offer 3,4,7,8.
 Jerry Sisco & Geertje Jongerius, 45/30, (415) 488-4761...exp 3/want 4,5,7,8,9/
 offer 1,2,4,5b (French, Dutch, Italian, German),6,7,8 (nav, maintenance).
 Joe & Renee Greno, 45/38, (916) 777-5452
 exp 3,4/want 1,2,3,4,5,7,9,10 (Pacific Rim)/offer 1,2,3,4,8 (nav, med).
 John & Chiharu Kirch, 36/27, (415) 776-1331, 1070 Green St. #203, San
 Francisco, CA 94133 exp 3/want 1,4,7/offer 3,4,5b (Japanese),7.
 Jon & Carol Pickard, 53/49, (909) 684-8805 or (909) 781-2928 (son)
 exp 3/want 4,6,7,9/offer 1,2,3,4.
 Kurt Boyer & Laura Douglas, 47/34, (604) 366-4318
 exp 1,3/want 5,7,9/offer 1,2,3,4,5b (French, German).
 Mark & Amanda Wilson, 30/25, (805) 534-9825
 exp 2a/want 4,5,10 (Asia)/offer 3,4,8 (scuba instructor).
 Michael Fitzgerald & Jennifer Gray, 27/22, (510) 276-7043
 exp 1,2/want 1,2,3,4,5/offer 1,3,4,6,7,8 (physical therapist/nutritionist).
 Paul & Karen Amstutz, 28/31, (510) 658-CATS
 exp 2b/want 4,5,8/offer 1,3,4,6,7,8 (fun, funny, can educate your kids).
 Rob & Lorna Fisher, 39/39, (209) 438-7641...exp 2a/want 4,5,7,8,9/offer 1,2,3,4.
 Ron & Brenda Bulcher, 45, (408) 481-1202...exp 3,4/want 4,5,7,8,9/offer 1,3,4.
 Sherry Hakim & Keith Dalphin, 25/37, (510) 549-9556 exp 3/want
 2,3,4,5,7,8,9/offer 1,3,4,5b (German/Italian/French),6,7,8 (scuba, boat owners).
 Steve Christensen & Robin K., 39/40, (415) 664-6281
 exp 1,3/want 1,2,3,9/offer 2,4,7.
 Steve Stone & Judi Scott, 37/44, (510) 837-6486
 exp 1,2a/want 1,2/offer 4,6,7,8 (fun).
 Suzette and/or Alan Nyokka, 33/49, (707) 923-9350
 exp 1,2/want 1,4,6,7,9/offer 1,2,4,7 (wine/food connoisseurs, kids 8 & 5).
 Tom Johnson & Genie Fleming, 43/45, (510) 671-7878 exp 3/want 1,2.
 Wayne De Jager/Dana Winn, 31/29, (415) 931-5604
 exp 1,2/want 1,2,3,5/offer 2,3,4,5b (Dutch, Afrikaans, Zulu),6,8 (computers).

CRUISING BOATS LOOKING FOR CREW

MEN LOOKING FOR CRUISING CREW

Allen W. Gibson, 46, PO Box 1444, Corpus Christi, TX 78403, CT-44 cutter,
 Patagonia via Azores, June '95 1,3,7,8 (sewing),9.
 Bert Gamble, 39, (415) 742-0418, Tayana 37, Mex and ?, 11/95 1,3,9.
 Bill Christianson, 36, (206) 939-8351, 45' Cross tri, San Juans/BC/Mexico &
 beyond, now, soon, another year or two 1,2,3,7,8 (scuba),9,10.
 Bill, (805) 545-0556, Flicka, Mex & beyond via SoCal & Channel Islands, fall '95
 1,3,9,10.
 Bill Lewis, 49, 12043A Loma Rica Rd., Marysville, CA 95901, Peterson 44,
 SoPac, late '95 1,2,3,4,9.
 Blake W., 73, (206) 752-7201, new Beneteau 400A in San Diego, SoPac &
 beyond, 5/1/95 1,3.
 Blackie & Forrest Johnson, 53/14, Ketch Love, c/o Capitan de Puerto, Loreto,
 BCS, Mexico, 34' steel ketch, SoPac/world, 5/95
 1,3,4,7b (French),8 (communication),9,10.
 Bob Bathiany, 50, (408) 253-0607, Wauquiez Pretorien 35, Mex, fall '95
 1,3,4,7a.
 Bob King, 60s, (415) 567-4598, 28' San Juan, Monterey Bay, July 1 1,3,10.
 Bob P., 55, (619) 294-2846, Rawson 30, Mex, 11/1/95 1,3,9.

1995 'BIG' CREW LIST —

Bob Williams, 50+, (512) 729-3844, 1003 E. Concho, Rockport, TX 78382, 30' Ericson, late '95 1,2,3,7,8 (scuba, cook),9,10.
C.M. Benjamin, 63, (619) 561-2835, 31' motorsailer, Carib, summer '95... 1,2,3,9.
Capt. Clayton F. Merrifield, 62, (310) 952-0841, PO Box 2413, Wilmington, CA 90748, Coronado 27, SoPac & Orient, 10/95 1,2,3,8 (cook),9.
Capt. Scot Thompson, 40, (714) 673-6001, Hardin Voyager 45, Carib/SoPac, next Nov for 5-10 years 1,2,3,8 (cook, scuba).
Carl Mischka, 56, (714) 759-3450, PO Box 248, Corona del Mar, CA 92625, Nauticat 43 ketch, Mex/Canal/Carib, early '96 1,3,7ab (French),8 (scuba),9,10.
Carl Reuter, 37, (408) 462-6255, Cal 30, Mex/Costa Rica, Nov/Dec '95 1,2,3,7a,9,10.
Carlos Davis, 60+, (619) 226-1142 or (408) 372-2182, Cal II 46, Costa Rica, spring '95 1,2,3,9,11.
Chris Christlansen, 48, (714) 548-5406, Cal 2-46, Mex/circumnavig, late '95 or '96 1,2,4,8 (good cook),10.
Dale Parshall, 56, (408) 995-5321, buy 45' cutter in '97, Mex/SoPac/more, '98 1,2,3,9.
Dan Shanahan & first mate, 55/48, (619) 931-0480, Pearson 424 ketch, SoPac, 5/95 1,4,6.
Dave Kelly, 33, (510) 841-8306, Cal 2-29, various coastal ports, summer/fall .. 1,2,3,8 (scuba),9,10.
David Albinus, 44, (510) 229-7222, 37' Searunner, Mex/HI/SoPac, when ready 1,2,3,4,5,6,7b (French),8 (woodworking, scuba),9,10.
Dean Page, 42, (206) 340-1201, 36' steel sloop, Desolation Sound BC, late 5/95 then Mex via CA 8/95 1,3,7,10,11.
Don Tiffin, 60, fax RSYC Fiji (679) 304-433, Mapleleaf 48, E. Coast U.S. from Fiji, May or June, one year trip 1,3,4,9.
Don Verwayen, 46, (707) 677-0811, Richmond, CA, hop along coast to San Diego, May-Sept 1.
Donald L. Nichols, 59, (209) 368-9629, PO Box 153, Thomson, CA 95686, Westsail 32, Mex/Aus/PWC, 11/95 1,3,7b (French),9.
Dr. Bob Schemmel, c/o son Charles (408) 253-5767, 45' Hardin ketch *Bounty*, from La Paz to SF, April 1,4.
Ed Campbell, 50, (510) 522-3670, C&C 40, Mex, 10/96 3,9.
Eric Zatt, 44, (619) 438-1084, 53' Crealock ketch, Alaska from Anacortes WA, May-June 1,3.
Frank Farinos, 65, (707) 642-0510, PO Box 1363, Vallejo, CA 94590, Tartan 34, Baja/S.A., 11/95 1,2,3,5.
Gary, 43, 1001 Bridgeway, #641, Sausalito, CA 94965, 68' stays'l schooner, French Polynesia/Australia, March '96 1,2,3,7b (French),8 (scuba),9,10.
Gary, 48, (415) 673-2149, Celere 47, HI/Tahiti, 5/95 3,7b (French),8 (scuba),9,10.
Greg Stach, 48, (415) 456-6470, 39' cutter, Channel Islands (Santa Barbara), Sept 1,2,4,8 (scuba).
Herb Potter, 57, (702) 588-8222 or boat (415) 331-5760, Passport 40, Mex/Carib, 10/95 2,4,6,8 (wood & varnish).
J.B. Duler, 38, (415) 954-1405, Swan 47, San Diego/SF, 5/95 1,2,5,6.
Jack Szilasi, 53, (916) 652-9407, Freedom 33, Mex, 11/95 3,7,9.
Jeff Slusher, 38, (415) 858-3688 or work (408) 492-2735, *Vertue* (26' Laurent Giles), Monterey/Santa Cruz/Pt Reyes/HMB, throughout summer 1,3,9.
Jerry Furst, 48, (510) 228-3888 or (510) 869-8288, PO Box 108, Martinez, CA 94553, 30' S2 sloop, Bay/Delta/coast, most weekends 3,9,10.
Jim Hancock, 37, (503) 690-0893, Freya 39, Columbia River, '95/SF Bay, '96/ points beyond, '97 1,2,3.
Jim Pope, 56, (415) 961-6383 or boat (510) 769-0669, Catalina 34, Mex, 10/95 1,2,3,8 (scuba),9,10.
Jim Phillips, 42, (415) 955-1624, Morgan 38-2, coastal/Delta, fall '95 1,2,3,6,9,10.
Joe "Magic" Hedrick, 50, (916) 989-4000, Box 1000, Orangevale, CA 95662, O'Day 37, Santa Cruz, 6/95 2,3.
Joe Segreto, 45, (408) 365-9415, Pearson Triton 29, Bay/coastal, year round 1,8 (cook, busy stuff).
Joe Theriault, 51, (510) 232-2725, *Sundowner* (33' Buccaneer tri), south/ Channel Islands, 8/1/95 9,10.
John Dean, 54, 2401 Coronado Dr., Fullerton, CA 92635, Nicholson 32, Bahamas, 1/96 1,3,9.
John Dunn, 54, (408) 423-3326, Coronado 34, Mex & beyond, 9/30-10/30/95 .. 1,2,3,4,5,6,7ab (French).
Jonathan Olenick, 53, (909) 886-0648, Mason 43 ketch, circumnav, spring '97 3,9.
Joseph Carouba, 38, (415) 345-3062, 45' Explorer, Mex, 10/95 1,3,5,6,9.
Malcolm, 55, (510) 234-9566 or (510) 215-7057, 44' cutter, south, May/June .. 1,2,7,9,10,11.
Marc Edge, 40, (604) 734-3445, Mason 37 ketch, HI/AK/Mex, 5/1/95 .. 1,4,9,10.
Mike Garrow, 50, (415) 331-5235, Tayana 42, Bay/Delta/Mex etc., dates open 3,9.
Mike Gartland, 57, (619) 426-9267, PO Box 6303, Chula Vista, CA 91909, 36' Catalina, CA offshore island, May-June-July 1,3,9,11.
N. Wayne Fitch, 54, (510) 337-1060, 12015 Snively Rd., Cottonwood, CA 96022, Cal 39, Mex & beyond, '95/'96 1,2,3,9.

Nick Goosev, 42, (306) 961-3692, 2621 Harbor Loop #2, Bellingham, WA 98225, custom 48' ketch, San Juan Islands now/SoPac, '97 2,3,4,8.
R.D., 39, (805) 528-8126, 55' steel hull, Baja to Vancouver BC (some offshore), June-July 3,4,8 (basic cooking),9,10.

"WANT CREW" CODE

MY/OUR BOAT IS A _____

I/WE PLAN TO SAIL TO _____ ON ABOUT (DATE) _____

I/WE ARE LOOKING FOR CREW:

- 1) Be willing to share basic expenses such as food and fuel
- 2) Be willing to bust butt preparing the boat
- 3) Have a) more desire than experience; b) lots of ocean experience.
- 4) Know offshore navigation, really know it
- 5) Have mechanical skills for the engine, refrigeration, etc.
- 6) Have language skills: a) Spanish, b) Other: _____
- 7) Other skills (woodworking, scuba, etc.): _____
- 8) Be unattached and unopposed to the possibility of a friendship blossoming.
- 9) Look good in a bikini
- 10) Think O.J. could be innocent

Randy Bauer, 50, beeper (714) 506-0257, 31' Brown tri, Central America, 11/95-11/96 3,7,8,9,10.
Richard Steinke, 60, PO Box 2103, Sausalito, CA 94966, Isobar 45' sloop, Med (Spain to Turkey), summer 1,4.
Rick Kowall, (510) 655-9469, Newport 30, Mex 1,2,3.
Rich Kain, 52, (415) 365-3771, 37' ketch, SoPac, 11/95 1,3,7,9.
Robert Jordan, 60+, 1220-190 Rosecrans St., San Diego, CA 92106, home-built 50' schooner, NZ via Nuku Hiva/Tahiti/Milk Run 1,3,9,10.
Roger Hout, 50, (510) 582-7498, Tartan 40, Mex & beyond, fall '95 1,3,7ab (French),9,10.
Roger Leblchuck, 45, (415) 529-1021, Pearson 35, Mex, 10/20/95 1,2,3.
Roy Davidson, 53, (909) 925-9386, 27777 Cornell St., Hemet, CA 92544, Puvieux 47, Mex & beyond, there now 1,2,3,8 (cook),9,10.
Shawn Tuttle, 37, PO Box 2046, Wilmington, CA 90748, 37' cutter, Mex/SoPac, '96 1,3,9.
Steve, 39, (510) 643-9556, Perry 41, SF Bay/HMB/Monterey/Sea of Cortez & beyond 3,9,10.
Steve Szirom, 47, (510) 521-8525, Beneteau 39' sloop, SoCal/Monterey, various summer 1,2,4,10.
Steven Ulrich, 39, (415) 264-5793 or magement@unspoken.com, Peterson 34, circumnav, end of '96 2,3,9.
Ted Stuart, 56, (510) 237-9935, Irwin 38, HI/return, 6/95 1,4,5,6.
Teodore Librero, 57, (916) 777-4348 msg or (510) 268-9792, #1 Embarcadero #167, Oakland, CA 94607-4521, 40' Piver tri, Sea of Cortez, 10/20/95-96 1,2,3,7a.
Thomas Evers, 52, (510) 229-9816, Cascade 29, Carib, late '95/early '96 1,2,3,9,10.
Tom Thacker, 42, (415) 987-6436 after 7pm, Hunter Legend 37.5, SF Bay, all year 3,8 (country dancing),9,10.
Tom Wickenhauser, 51, (803) 383-2326, 60' catamaran, Bahamas/Central America, 7/95 1,2,3,9,10.
Warren Roché, 52, (310) 455-1124, Yorktown 39, Mex/SoPac, 11/1/95 3,7b (French),9,10,11.
William Dornisch, 64, (310) 305-1543, 34' Cal, Baja/Canal, Nov 1,3,8 (humor),9.
Willie Evans, 59, SASE FAN, Box 634, Petaluma, CA 94953, 46' ketch, Vancouver BC, May 1 1,3.

WOMEN LOOKING FOR CRUISING CREW

Nancy, 41, (415) 331-7844, Pearson 365 ketch, coastal/Mex/beyond, near future 1,2,5,6,8,9.
Naomi, 45+, (310) 822-0491 or fax (310) 839-0651, Peterson 34, SoCal, summer '95 1,2,4,6.
Rita, 47, (510) 232-2922, Hereshoff Marco Polo (3-masted schooner), circumnav 1,3,8.
Rowan Williams, 49, (510) 865-1495, 40' sail, British Virgins, 11/95 1,2,6,9.
Valerie, 49, (408) 236-2245, have power/buying sail, Mex, 11/96 1,2,4,6,9.

SOMETHING FOR EVERYONE

COUPLES LOOKING FOR CRUISING CREW

Al & Linda Ward, 52/48, (408) 476-0775, Cal 35, from FL/Cuba/Jamalca/Cayman/Belize etc. 1,3,6.
Char & Jack, 42/42+, (707) 778-7019, 63' ketch, Mex/Carib first, 10/95 1,2,3,couple only,
Dana Horn & Cathy Welch, 38/34, (415) 383-3163, Newport 27, SF Bay/Delta, spring/summer 1,2,3.
Dave & Barbara Lenschmidt, 50, (510) 521-1667 or fax (510) 521-2458, L50, coastal, various.
Don & Pat Smith, 60/59, (360) 658-0424, Alberg 35, Seattle to S. Mex, leave Seattle 9/1/95 1,3.
Hansens, 43/45, fax 011-90-312-467-7104, PO Box 193823, SF, CA 94119-3823, 65' MacGregor, circumnav from Turkey, late summer '95 3,6.
Jim & Geraldine Tonjum, 55/47, (707) 257-6925, Crealock 37, local/San Diego, 7/95/Mex, '96/Pacific 1,2,3,4.
John & Johnnie Ruf, 62/52, PO Box 6294, San Diego, CA 92166, 45' steel cutter, south thru Panama, spring 1,3,non-smoker/non-drinker.
Ken & Margaret Fellows, 30, (206) 670-4628, Contest 35, Seattle to SF, 9/95...1.
Larry & Charlene, 54/55, (619) 627-7781, Apartao Postal #151, Punta Banda 22781, Baja Cal, Mex, 65' Trawler, all of Baja coast 1,3,8 (cook).
Lia Illingworth/Dennis Hawver, 48/51, s/v *Wet Dream* c/o Mary Ross, 1712 Greentree Rd., Encinitas, CA 92024, Downeast 38, SoPac, 6/95, 2 years 1,3,7 (French).
Rick & Toni Knier, 49/47, (310) 322-9112 after 7/1/95 (310) 827-4342, 43' Porpoise ketch, Mex & beyond, 11/1/95 1,3.
Terry Kummet & Joanne Snyder, 40, (415) 648-7559, 41' ketch, Seattle/San Juans, May 3,4.

PEOPLE WANTING TO BOAT SWAP

PEOPLE WANTING TO BOAT SWAP

Jay Thiele, 44, (503) 929-2701, has Beneteau 310, wants San Diego, 1 wk in May '95. **Ken Yachechak**, 47, (406) 257-5533, has J-29 in Montana, wants Mexico, 2wks in spring/fall '95. **Ron Roberts**, 42, (415) 459-1829 or fax (415) 455-9512, has Beneteau First 42, wants Caribbean & Australia, 1-2 wks in July/Dec '95.

PEOPLE WANTING TO CO-CHARTER

PEOPLE WANTING TO CO-CHARTER

B. McClary, et. al., 42, (510) 426-5028, 1-2 wks, late April '95 exp 2bc/prefer 1,4,6/in 7,9 (Antigua).
Balogh Imre, 55, (43) 7-2146532, A-1020 Vienna Austria Prater St 9, 2-3 wks, June-Sept '95 exp 3ac/prefers 1,3,4,6/in 8.
Bill Horning, 50s, (408) 257-4650, wkends, summer '95 exp 2c/prefers 1,3,5/in 2,4.
Bill Cady, 44, (916) 441-0968, 1-2 wks, spring/fall/winter '95 exp 2ab/prefers 1,5,6/in 4,5,7.
Bob & Yarl Smithson, srs, (503) 382-6470, 1075 SE Black Ridge, Bend, OR 97702, 2 wks, fall/winter '95 exp 2b/prefer 1,3,5,6/in 4,7,8,9 (Turkey).
Brenda Seay, 42, (714) 962-5344, PO Box 5880, Huntington Beach, CA 92615, open, anytime exp 2b/prefers 1,3,4,5,6/in 4,5,6,7.
Chris & Carol Paulsen, 42/36, (707) 762-9265, 1 or 2 wks exp 3/prefer 1,3/want 4,7,9 (SoPac).
Brian Gassman, 25, (510) 654-9120, spring/summer '95 exp 1a/prefer 4,6,7/in 1,2,3,4,5,6,7,8 (Scandinavia).
Brian O'Konski, 35, (415) 332-5337, 1 wk, summer/fall '95 exp 3c/prefers 1,3,4,6/in 2,3,6,7.
Charlie & Karen Hsu, 50, (510) 829-2411 eves., 7-10 days, summer/fall '95 ... exp 2b/prefer 1,3,5,6/in 7.

David Alblnus, 44, (510) 229-7222, 1-2 wks, winter '96 exp 3c/prefers 1,6/in 7 (BVI).
David Zittin, 46, (415) 336-2426 exp 3c/prefers 3,4,6/in 1,2.
Doug Grosjean, 40, (408) 761-8228, 1-2 summer/fall/winter '95 exp 2b/prefers 1,2,5,6/in 2,4,6.

WANT TO CO-CHARTER

I/WE WANT TO CO-CHARTER FOR _____ WEEKS IN
 THE (SPRING, SUMMER, FALL, WINTER) _____ OF 1995.

SAILING EXPERIENCE:

- | | |
|--|---|
| 1) Little or none | a) I'd like co-charterer to skipper and give me direction |
| 2) Moderate. I sail regularly and have chartered before. | b) Prefer co-charterer of at least equal proficiency |
| 3) Lots. I've sailed and/or chartered many types of boats and am a competent skipper | c) Would be willing to co-charter with less experienced party |

I/WE PREFER TO CO-CHARTER:

- 1) Bareboats (we sail)
- 2) Crewed (professional skipper and/or crew)
- 3) With other couples
- 4) With other singles
- 5) A smaller (30 to 40 feet) boat with one or two other people
- 6) A medium (40 to 50 feet) boat with four to six other people
- 7) A large (60 feet or more) boat, the more co-charterers the merrier

I/WE WANT TO CHARTER IN:

- | | |
|------------------------|----------------------|
| 1) San Francisco Bay | 6) Pacific Northwest |
| 2) Monterey/Santa Cruz | 7) Caribbean |
| 3) Southern California | 8) Mediterranean |
| 4) Mexico | 9) Other _____ |
| 5) Hawaii | |

DuWayne Olds, 52, (707) 822-2781, 2-3 wks, summer '95 exp 2a/prefers 1,3,4,5/in 4,5,7,9 (anyplace warm).
Frank Magnotta, 48, (510) 947-1463 (eves.) or (510) 422-7285 (days), 2 wks, spring/summer/fall '95 exp 3bc/prefers 1,3,4,6/in 1,7,9 (SoPac).
Jack Jaeger, 74, (415) 346-6330 or boat: 346-0248, 2933 Scott St., SF 94123, 2 wks, fall '95 exp 2a/prefers 1,4,5/in 6,7,9 (San Juan, PR).
Jean, (503) 981-6289, 2-4 wks, flexible exp 2ab/prefers 1,3,4,5,6,7/in 4,5,6,7,9 (SoPac).
Jim Cox, 47, (408) 867-0585, 1 wk, fall '95 exp 3b/prefers 1,3,4,6/in 1,2,6,9 (Delta).
John Curtis, 41, (408) 749-2151, 2 wks, summer '95 exp 2c/prefers 1,6/in 1,2,3,4,5,6,7.
John Lyons, 68, (503) 482-3927, 1-2 wks, spring/summer '95 exp 3bc/prefers 1,4,5,6,7/in 1,3,4,5,6,7,9 (Alaska).
John Dugan, 32, (510) 798-3067, 1 wk, spring/summer/fall '95 2b/prefers 1,3,4,5/in 1,2,3,4,9 (coastal cruises).
John Stonich, 37, (408) 684-1694 or (408) 971-2007, open exp 3b/prefers 1,3,4,5,6,7/in 1,2,3,4,5,6,7.
John & Chiharu Kirch, 36/27, (415) 776-1331, 1070 Green St. #203, SF 94133, 2 wks, summer/fall '95 exp 3b/prefers 1,3,6/in 4,6,7.
John W. Greer, 55, (916) 454-2913 lv msg, 1300 40th St., Sacramento, CA 95819, all of '95 exp 2b/prefers 1,4,6,7/in 4,6,7,8,9 (NZ, SoPac).
Jon & Carol Pickard, 53/49, (909) 684-8805 or (909) 781-2928 (son), open, summer/fall '95 exp 2b/prefer 1,3,6,7/in 4,6,7.
Kate, 41, (415) 457-3678, 2 wks, fall '95 exp 2bc/prefers 1,4,5,6/in 7.
Miles Clayton, 50, H: (706) 650-2368 or W: (706) 787-7155/8128, 1-2 wks, spring/fall '95 exp 3c/prefers 1,3,6,7/in 3,4,5,6,7.
Naomi, 45+, (310) 822-0491 or fax (310) 839-0651, 2-4 wks, winter '95 exp 3b/prefers 1,4,6/in 7,8.

1995 'BIG' CREW LIST —

Patricia, 42, (415) 285-7118 or fax (415) 285-1817, 1-2 wks anytime exp 2a/prefers 1,3,4,5,6/in 4,5,7,9 (SoPac).
 Romeo Danals, 48, (408) 287-9150, 2-3 wks, all of '95 exp 3bc/prefers 1,4,6,7/in 4,5,7,8.
 Roy Bonk, 54, (916) 965-4325, any wkend, anytime exp 3c/prefers 1,3,4,5,6/in 1,2.
 Sandy & Al Colegrove, 46, (408) 353-1164, open exp 1a/prefers 3,4,5/in 2.
 Steph Bradshaw, 37, (510) 839-6875, 1-2 wks, summer/fall '95 exp 2,3,b/prefers 1,3,4,5,6/in 9 (Tonga).
 Stephen Mark, 43, (415) 775-2643 exp 2ab/prefers 1,4,5,6,7/in 4,5,7,8,9 (SE Asia).
 Steve McCarthy, 45, H: (510) 582-4718 or W: (510) 536-6163, 2-3 wks, fall '95/spring '96 exp 3c/prefers 1,3,4,5,6/in 7,9 (SoPac).
 Suzette & Alan Nyokka, 33/49, (707) 923-9350, open, fall/winter '95/spring '96 exp 1a/prefers 1,2,3,5,6 (w/kids 8 & 5)/in 1,4,6,7,9 (open).
 Susan, 40, (415) 461-3949, 2-4 wks, fall '95 exp 2/prefers 1,4,5/in 1,4,5.
 Thea L., way adult, (415) 925-4884 ext. 402, Box 1744, Ross, CA 94957, 3 wks, fall/winter '95 exp 2a/prefers 1,5,6/in 4,5,7,8,9 (SoPac).
 Tom Johnson, 43, (510) 671-7878 exp 3/prefers 1,3,4/in 1,2.
 Tom McCall, 64, (408) 353-1665, 9 days, June '95 exp 2c/prefers 1,3,4,5/in 7,9 (BVI).
 Tom Oberski, 40, (415) 989-6956 or work (415) 544-1403, 1-2 wks, spring/summer/fall '95 exp 3c/prefers 1,3,4,5,6/in 1,4,7,8,9 (SoPac).

DAYSAILORS LOOKING FOR CREW

MEN WITH BOATS FOR DAYSAILING

Al Anderson, 70, (510) 521-7663, 2. Bern Juracka, 54, (408) 438-1506, 3.
 Bernard Bove, 42, (408) 684-1738, 3. Bert Gamble, 39, (415) 742-0118, 1,4.
 Bill Cady, 44, (916) 441-0968, 1. Bill Herman, 44, (510) 337-8700, 1,4.
 Bob A. Dries, 50, (415) 864-8522, 4. Bob King, 60s, (415) 567-4598, 1.
 Bob Ritchie, 50, (415) 331-9316, 1,3. Bob Wright, 45, W: (617) 566-3000
 or H: (617) 566-7277, PO Box 643, Brookline, MA 02147, 1. Brad Rigby, 41,
 (707) 823-5154 (eves.), 3. Bruce Wickland, 47, (415) 349-8900, 1,4.
 Carl Kirnbauer, 48, (310) 983-1929, Long Beach Downtown Marina, 1,4.
 Carl Wohltmann, 50, (510) 814-0568, 1,3. Charles Reynolds, 34,
 (415) 225-0345, 1,3,4. Dave Harris, 40, (415) 728-0972, 1. Dennis Corey,
 (209) 474-6508, 3. Derrick Weeks, 34, (415) 328-3632, 1. Don Lolli, 55,
 (415) 225-0991, 1. Doug Webb, 65, (408) 454-0117, 3. Eric Sinizer, 51,
 (415) 956-9866, 4. Frank Burkhardt, 46, (415) 593-9982, 3. Frank Farinos, 65,
 (707) 642-0510, PO Box 1363, Vallejo, CA 94590, 1,3. Gary, 1001 Bridgeway
 #641, Sausalito, CA 94965, 1. Gary Gruver, 40 (510) 237-9897, 1,2,3.
 Gene Whiting, 54, (415) 871-9683, 1,3. Greg Davids, 30, (510) 215-8338, 1.
 Greg Klein, 40s, (415) 383-4603, 1. Gregg Lipanovich, 45, (510) 523-2525, 1,4.
 Jack Szilasi, 53, (916) 652-9407, 1. James Nell, 42, (408) 457-7355, 3,4.
 Jamie Rosman, 32, (415) 473-9663, 1. Jeff Slusher, 38, (415) 858-3688 or work
 (408) 492-2735, 1. Jerry Furst, 48, (510) 228-3888 or (510) 869-8288, PO Box
 108, Martinez, CA 94553, 1,3. Jim Heidberg, 54, (415) 359-6874 or office:

DAYSAILING CODES

HAVE BOAT, WILLING TO TAKE OTHERS OUT. I AM/WE ARE:

- 1) Single to take singles out
- 2) Couple to take couples out
- 3) Singles, couples or small groups okay, but leave any kids home
- 4) Kids okay as long as you can control them

WANT TO JOIN OTHERS FOR CASUAL DAYSAILS. I AM/WE ARE:

- 1) Single
- 2) Couple
- 3) A group of _____ (state number) friends interested in sailing
- 4) Would like to bring kids
- 5) Going sailing to escape the kids

(415) 322-9500, 1. Jim Hancock, 37, (503) 690-0893 (Portland), 3. Jim Phillips,
 42, (415) 955-1624, 1,3. Jim Shubin, 50, (415) 389-9304, 1,2,3.
 Joe "Magic" Hedrick, 50, (916) 989-4000, PO Box 1000, Orangevale, CA 95662,
 3,4. John, 44, (408) 429-8262, 1,4. John Anderton, 54, (510) 521-6353, 1,3.
 John Silveira, 41, beeper: (415) 354-9516, 1,3,4(12+). Jonathan Armstrong, 30,
 (415) 788-9132, 1. Jonathan Olenick, 53, (909) 886-0648, 1. Joseph Carouba,

38, (415) 345-3062, 1,3,4. Kerry Scott, 34, (510) 685-6234, 3,4. Larry Brown,
 60ish, (408) 395-5822, 3. Marc Alexander, 38, (415) 858-1805, 1.
 Michael Paulus, 48, (408) 446-0432 or (408) 738-2888 ext. 4085, 1,3.
 Mike Garrow, 50, (415) 331-5235, 1. N. Wayne Fitch, 54, (510) 337-1060, 1.
 Naftuli Furman, 41, W: (415) 393-4514 or H: (415) 456-2624, 1,2,3.
 Park Espenschade, 31, (415) 737-1975, 1. Patrick Harpole, 49, (510) 680-8700,
 1. Paul Berger, 42, (408) 371-2489 or W: (408) 774-5428, 1. Paul Mickiewicz, 49,
 (510) 848-8893, 1,3,4(5+). Randy Bauer, 50, beeper: (714) 506-0257, 1.
 Randy Leber, 36, (510) 865-6872, 1. Ray D. Hopper, 51, (415) 961-1689 or work:
 (415) 493-4141 ext. 2661, 1,4(2 max.). Richard Kwiatowski, 40, (209) 832-5472
 or work: (408) 277-5792, 1. Rick Drain, 37, (415) 367-9926, 1. Rick Greene, 44,
 (510) 337-1342, 1150 Ballena Blvd. #12, Alameda, CA 94501, 1.
 Rick Kowal, (510) 655-9469, 1,2,3. Robert, 40s, (415) 457-6182, 1,2.
 Sam LaVanaway, 40, (510) 337-9103, 3,4. Scott Rau, 25, (510) 523-1118 or
 work: (408) 894-2349, 1. Stan Starkey, 58, (510) 412-0822, 3. Steph Bradshaw,
 37, (510) 839-6875, 1,3. Steven Ulrich, 39, (415) 264-5793 or
 magewind@unspoken.com, 1. Tim Strickland, 48, (408) 438-8240, 3.
 Tom Oberski, 40, (415) 989-6956 or work: (415) 544-1403, 3.
 Tom Thacker, 42, (415) 987-6436 after 7pm, 1,4.

WOMEN WITH BOATS FOR DAYSAILING

Ayn Woodruff, 49, (916) 878-1079 or AYN_W@aol.com, 1. Kate, 41,
 (415) 457-3678, 3. Lee, 44, (310) 832-7507, 1. Lee Roberts, 39+, (415) 332-9250,
 1,3. Linda, PO Box 2152, Sausalito, CA 94966, 3. Mrs. Lorrie Paulson, 40,
 (707) 745-3538, 3. Nancy Barrett, 41, (415) 331-7844, 3. Rickie Brooke, 42,
 (415) 332-8181, 1. Rowan Williams, 49, (510) 865-1495, 1. Sharon, 42,
 (510) 841-5636, 1,3.

COUPLES WITH BOATS FOR DAYSAILING

Joe & Renee, 38/45, (916) 777-5452, 2,3,4(1 only), no alcohol, AAs welcome.
 Leni & Donna Metro, 42/44, (707) 769-0616, 2,3. Barbara & Dave Lenschmidt,
 50, (510) 521-1667 or fax (510) 521-2458, 3. Dana Hom & Cathy Welch, 38/
 34, (415) 383-3163, 2,3.

CREW LOOKING FOR DAYSAILING

MEN FOR CASUAL DAYSAILING

Allan Beane, 43, (510) 935-5084 or work: (510) 559-5339, 1. Bob A. Dries, 50,
 (415) 864-8522, 1,3(4). Bob Earle, 44, (408) 541-4006, 1. Brian Gassman, 25,
 (510) 654-9120, 1. Brian O'Konski, 35, (415) 332-5337, 1. Brian Sheets, 28,
 (415) 508-5490, 1. Buri Hall, 37, (707) 554-1893, 1. Charles S. Rebert, 57,
 (415) 365-9357, 1. Cliff & Samantha Jensen, 36/5, (415) 386-8613, 1,4.
 Colin A. Paul, 31, (510) 247-8972, 1. Cyril Hinds, 44, (707) 554-6061, 1.
 Dave Turner, 30, (510) 682-1339, 1,3(2-3). Donald Cherry, 56, (510) 228-8307,
 1,2. Eric B. Johnson, 33, (415) 571-1267, 1,5. Eric Sinizer, 51, (415) 956-9866,
 1,4. Frank W. Gibbons, 50, (415) 921-5847, 2. Frank Magnotta, 48,
 (510) 947-1463 (eves.) or (510) 422-7285 (day), 1,2. Gary Fountain, 53,
 (916) 988-8367, 1,3. Gary Gruver, 40, (510) 237-9897, 1,2. Greg Dillman, 37,
 (800) 266-5616, 1. Gregory Stephens, 31, (415) 771-2667 or fax (415) 771-2222,
 2269 Chestnut St. #100, SF 94123, 1. Gregory Toto, 34, (415) 473-0630, 1.
 Howard Preissman, 27, (408) 354-0178 or (408) 481-4900, 1. Jack Merkle, 62,
 (916) 620-3632 or (408) 559-2177 lv msg, 1. James and/or Neil, 42,
 (408) 457-7355, 1. James Karl, 32, (916) 678-0343, 1. Jason Throne, 24,
 (415) 648-9391, 1. Jim Dwight, 52, (209) 474-7267, 1.
 Joe Davis, 34, (510) 651-6270, 1. John, 45, (510) 793-8152, 1. John Curtis, 41,
 (408) 749-2151, 1,2,3(4),4,5. John Ludeman, 45, (707) 645-1701, 1.
 John Silvera, 41, beeper: (415) 354-9516, 1. Keith Mahar, 50, (707) 938-8470,
 1. Ken Kapreilian, 36, (415) 382-9024, 1. Kerry Scott, 34, (510) 685-6234, 1.
 Marc Alexander, 38, (415) 858-1805, 1. Mark Hanneman, 51, W: (707) 422-1880
 or H: (707) 422-8555, 1. Mark Holtze, 38, (510) 651-8554 or work: (510) 867-2080,
 1,2,4,5. Mark Kyle, 39, (415) 821-2283, 1. Mark Lawn & son Thomas, 41/7,
 (415) 331-5882, 1,4,5. Mark Smith, 28, (415) 666-0765, 1. Matt McDonnell, 23,
 (510) 530-3469 or 837-8863 (father) or 820-7053 (mother), 1,3(4).
 Martin Schaaf, 44, (510) 814-9979 or INTERDOC@NETCOM.COM, 1.
 Michael Paulus, 48, (408) 446-0432 or (408) 738-2888 ext. 4085, 1. Neal Daskai,
 40, (510) 268-4007, 1,3(2). Paul Wu, 31, (510) 420-7353 or (510) 215-7660, 1.
 Richard Jaenson, 71, (510) 682-0798, 1. Richard Kwiatkowski, 40,
 (209) 832-5472 or work: (408) 277-5792, 1. Richard Stevenson, 49,

SOMETHING FOR EVERYONE

(916) 689-3219, PO Box 261, Rancho Cordova, CA 95741, 1. **Robert Hutter**, 31, W: (415) 583-8883 or H: (415) 255-7318, 1. **Ron De Blasi**, 43, (510) 686-0422, 1,2. **Ronald P. Laran**, 45, (415) 871-6011, 1,4. **Scott Irby**, 43, (510) 352-6293, 1,3. **Scott Robertson**, 31, (510) 279-6183, 1. **Sergio Baroni**, 40 De Burgh Dr., San Anselmo, CA, (415) 453-9950, 2. **Stephen Mark**, 43, (415) 775-2643, 1. **Steve McCarthy**, 45, H: (510) 582-4718 or W: (510) 536-6163, 1,2. **Steve Wedi**, 48, (415) 349-4765, 1. **Tom Blackstone**, 60, (707) 539-3291, 4728 Stonehedge, Santa Rosa, CA 95405. **Tom Hunt**, 37, (707) 795-4910, 1. **Tom Van Holt**, 32, (707) 579-5583, 1,3(2). **Tony Truona**, 35, (408) 922-0200, 1.

WOMEN FOR CASUAL DAYSAILING

Annette, 55, (702) 832-0804, PO Box 5941, Incline Village, NV 89450, 1. **Arlene**, 37, (415) 824-2288, 1. **Barbara**, 39, (415) 721-0917, 1. **Barbara**, 42, work: (415) 431-6350. **Babs**, 48, (415) 917-8672, 1. **Brenda**, 45, (415) 572-0839, 1. **C.J.**, 41, (415) 522-9277, 1. **Carol Whitney & Kelli Stallings**, 28, (415) 824-0519 or (415) 346-8101, 3(2). **Carrie**, 34, (707) 539-6907, 1. **Cathy**, 48, msg or fax: (510) 848-7642, 1. **Cathy**, 44, (916) 895-4419, 1. **Cheryl**, 30, 4286 Redwood Hwy., Rm. 359, San Rafael, CA 94903, 1. **Chris**, 29, (415) 543-7698, ext. 247, 1 multihull only. **Chris Thomas**, 48, (510) 735-0243, 1. **Christa Litzenberger**, 24, (415) 851-4479, 1. **Christi**, 44, (916) 338-5712, 1,3(2). **Christina**, 28, (510) 247-8972, 1. **Collette Bennett**, 31, (510) 528-1338, 1,3(2). **Debra Andreis**, 38, (707) 763-8383, 1,3(2), 5. **Diane**, 37, (415) 751-4131, 1. **Diane**, 40, (415) 495-5612, 1. **Diane Scott**, 37, (415) 389-6352, 1. **Donna**, 36, (415) 668-3081, 1. **Gall Gaebbe**, 38, (415) 878-0608, 1. **Ginger**, 45, (408) 720-8620, 1. **Inger**, 33, (916) 756-7919, women only. **Janice**, 21+, (415) 558-9303, 1. **Jay**, 40, (415) 457-7925, 1,3(4). **Jan**, 55, (510) 724-8034, 1. **Joann**, 40, (408) 425-5230, PO Box 1390, Santa Cruz, CA 95061-1390, 1. **Joyce Carroll**, 52, (510) 865-9009, 1. **Kathy**, 18, (408) 336-8555, 1. **Kathy**, 40, (415) 765-8694, 1,3(2). **Laurel**, 31, (415) 343-3519, 1. **Lauri**, 48, (415) 752-4046, 1. **Laurie**, 34, 3020 Broadway #248, Sausalito, CA 94965, 1. **Lilly**, 30, (415) 621-1199, 1,3(2). **Linda**, 47, (209) 549-1498, 1. **Linda Norris**, 38, (415) 941-9624, 1. **Lisa Heitzler**, 26, (916) 487-6809, 1. **M. Scofield**, 41, 1815 Clement Ave., Alameda, CA 94501, 1. **Marcy McCrory**, 34, (415) 979-8181, 1. **Margie Shields**, 51, (805) 899-2718, 1. **Marina**, late 40s, (415) 381-0123, 651 Miller Ave., Mill Valley, CA 94941. **Mary Beth & Sharon**, 29, (415) 775-8725, 1,3(2). **Martha**, 32, (707) 778-2163, 1,3(2+). **Maureen**, 48, (916) 564-4929, 1.

Michele A., 39, (415) 777-6111, ext. 6233, 901 Mission, 3rd floor, SF, CA 94103, 1. **Nancy**, 40ish, (510) 676-3803, 1. **Myrna**, 54, (510) 521-7622, 1,3. **Nancy**, 45, PO Box 3282, Paradise, CA 95967, 1. **Page**, 29, 1725 Haight St., SF, CA 94117, 1. **Pam**, 29, (415) 331-2930, 1. **Pam**, 40, pager: (415) 615-3027 lv voice msg, 1. **Patricia**, (415) 928-8774, 1. **Patricia**, 42, (415) 285-7118 or fax (415) 285-1817, 1. **Ricki Brooke**, 42, (415) 332-8181, 1. **Rosemary**, 47, (510) 769-1845, 1. **Rowan Williams**, 49, (510) 865-1495, 1. **Shannon Wood**, 30, (415) 380-9170, 1. **Sharon**, 42, (510) 841-5636, 1. **Shaun Anderson**, 33, (707) 433-4645, 418 #6 Piper, Healdsburg, CA 95448, 1. **Stella Apostolios**, 59, (415) 499-7707, 1. **Sue**, 43, (707) 526-1757, 1. **Susan**, 42, (415) 474-0666, 1. **Susan Rosso**, 43, (510) 939-7303 or (800) 757-6001, 1,5. **Tara Herlocker**, 32, (415) 522-1422, 1.

COUPLES FOR CASUAL DAYSAILING

Al & Sandy Colegrove, 46, (408) 353-1164, 1,2. **Arle Dendekker & Mary K. Fencel**, 37, (510) 652-6707, 2. **Bo Brock & Jamie Taylor**, 24/26, (415) 286-6757 or 359-0474, 2. **Bob & Karen Hall**, 50, (510) 886-5647, 2. **Bob & Tina Mongrain**, 50/45, (510) 426-9756, 2. **Brent & Susan Lowe**, 50/46, (510) 531-9008, 2. **Burl Hall & Jade Cropper**, 37/35, (707) 554-1893, 2. **Colln & Christina**, 31/28, (510) 247-8922, 2. **Dennis & Mary Corey**, 48/51, (209) 474-6508, 2. **Greg & Ann Chaput**, 38/32, (916) 444-6431, 2. **Jack Luomanen & Lisa** (occasionally), 49, (707) 937-1318, 1,2. **Jeff MacDougall & Angela Palermo**, 39/35, (415) 769-9354, 2. **Jordan Smith & Norma Kaminsky**, 30/32, (510) 235-6833, 2. **Joan & Bob Lutsky**, 30/50, (707) 765-5911, 1, 3(2). **Kirsten & Oliver Gildersleeve**, 53/52, (415) 328-6087, 2,5. **Mark & Willi Hanneman**, 51/49, W: (707) 422-1880 or H: (707) 422-8555, 2. **Mari & Harvey**, 40/50, (510) 841-9312, 1,2. **Pat & Jim Decoster**, 34/43, (707) 434-0655, 2,5. **Paul & Cathy**, 40+, (408) 553-3969, 2. **Rich, Steph, Danny & Nicky Tompkins**, 39/35/6/2, (707) 446-9071 or work: (510) 224-4049, 2,4. **Robert & Rachel**, 34/26, (415) 564-7946, 2. **Rusty & Bonnie DeBolt**, 43/39, (510) 671-5455, 2. **Steve Stone & Judi Scott**, 37/44, (510) 837-6486, 2,4,5. **Steve & Kellie**, 47/36, (510) 521-8525, 2. **Suzette & Alan Nyokka**, 33/49, (707) 923-9350, 3465 Island Mt. Rd., Garberville, CA 95542, 2,4,5. **Tom Johnson & Genie**, 43, (510) 671-7878, 2. **Tom Lee & Sally Gaeden**, 40/47, (510) 672-5683 or (510) 646-5668, 2,3(3) at times. **Wayne De Jager & Dana Winn**, 25/30, (415) 931-5604, 2.

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BIG DADDY REGATTA

Every picture tells a story — though not always the one you'd expect. Take this shot of *Bullseye*, seen beating upwind in the first race of the all-PHRF Big Daddy Regatta on the stormy afternoon of March 11. With Craig Healy driving, Dee Smith calling the shots, and a boatload of rockstars pulling the strings, Bob Garvie's beautiful N/M 43 was way, way out front and lookin' good.

Too good, in fact — which explains why no one was anywhere near them. Seems the pros had gotten lost early in the race, due either to a visibility-limiting squall or, ahem, a brainfade. On the first lap of the double windward/leeward race, *Bullseye* inadvertently shortened the course by rounding the wrong weather mark. They set their chute and headed downwind — and amazingly all but one of the 9-boat Division 'A' herd followed them. The lemmings! After awhile, Dee and the boys realized they'd goofed — but to unravel their screw-up all they had to do was sail to the proper windward mark twice. "We turned it into a three lap race, with the first one just for practice," joked Dee. "Those other guys should learn to read their sailing instructions rather than just follow us!"

The one boat that did sail the proper course, John Clauser's Farr 40 *Bodacious*, was finished when this photo was taken. "Dee actually went hunting for us mid-race in a desperate attempt to foul us out," said Clauser, more amused than miffed. "We were sailing downwind, and they attacked us coming upwind. They never got anywhere close, but started waving a protest flag and screaming at us. We didn't think they were right, but had about an hour in the bank, so after a discussion we dropped the kite and did a 720°. Later, we heard they were going to protest us for not doing the circles sooner! God, those guys are ruthless."

Ruthless, maybe — and really good. *Bullseye* was all over *Bodacious* at the second start, and then went on to win the race and with it the buoy racing portion of the weekend. The next day, *Bullseye* dodged holes at Alcatraz, container ships and even an errant gray whale — who was seemingly as lost as they had been the day before — to win the 14.7-mile pursuit race over the 85-boat fleet.

DIV. A — 1) *Bullseye*, N/M 43, Bob Garvie, 2.75 points; 2) *Bodacious*, Farr 40, John Clauser, 3.75; 3) *Bravura*, Farr 44, Rob Anderson, 6. (9 boats)

DIV. B (Express 37) — 1) *Bliss*, Mike Grisham, 7 points; 2) *Danville Express*, Andy Hall, 7; 3) *Melange*, Steve Chamberlin, 7.75; 4) *Re-Quest*, Glenn Isaacson, 7.75. (11 boats)

DIV. C — 1) *Sweet Okole*, Farr 36, Dean Treadway, 2.75 points; 2) *More Power*, J/35, Wilson/Perkins, 4.75; 3) *Jarlen*, J/35, Bob Bloom, 6; 4) *Kiri*, J/35, Bob George, 8; 5) *China Cloud*, J/40, Leigh Brite, 8. (14 boats)

DIV. D — 1) *Tsirir*, Olson 29, Dan Nitake, 3.75 points; 2) *Surefire*, Frers 36, Carter Bros., 5.75; 3) *Ozone*, Olson 34, Carl Bauer, 6. (9 boats)

DIV. E — 1) *Wild Flower*, Santana 35, Art Mowry, 1.5 points; 2) *Wide Load*, Santana 35, Lucie Von Breen, 4; 3) *Scoop*, Wylie 34, Michael Clarke, 8. (7 boats)

DIV. F — 1) *Mary Don't Surf*, Melges 24, Williams/Eastham, 5 points; 2) *Quantum Libet*, Melges 24, David Wadbrook, 7; 3) *Zephyros*, Olson 30, Dincel/Jones, 8.75. (9 boats)

DIV. G — 1) *Elan*, Express 27, Steve Lake, 2.75 points; 2) *Friday*, Express 27, John Liebenberg, 2.75; 3) *Baffet*, Express 27, Baffico/Baskett, 6; 4) *Peaches*, Express 27, Baldwin/Rivlin, 9; 5) *Bobs*, Express 27, Mike Hearn, 13. (15 boats)

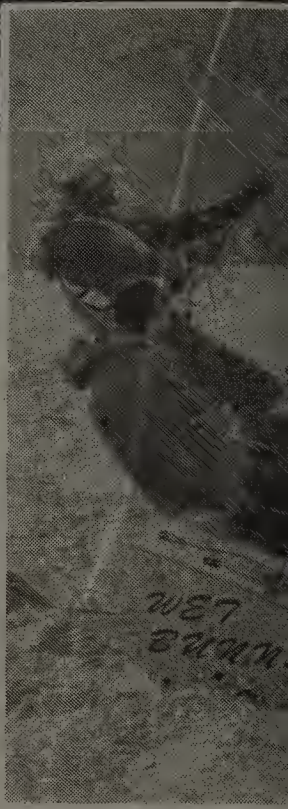
DIV. H — 1) *Kwazy*, Wylie Wabbit, Colin Moore, 2.75 points; 2) *Bear Grotto*, Custom 26, Hank Jotz, 4.75; 3) *Mr. Bill*, Wylie Wabbit, John Senger, 5. (6 boats)

DIV. J — 1) *Passing Wind*, Olson 25, Torsney/Dobie, 3.75 points; 2) *Barking Dog*, Olson 25, Jeffrey Kroeber, 4; 3) *Frenzy*, Moore 24, Lon & Susie Woodrum, 4.75. (8 boats)

DIV. K — 1) *Insufferable*, N/M 30, Peter Rookard, 2.75 points; 2) *Roadhouse Blues*, Hawkfarm, Bentsen/Boschma, 6. (4 boats)

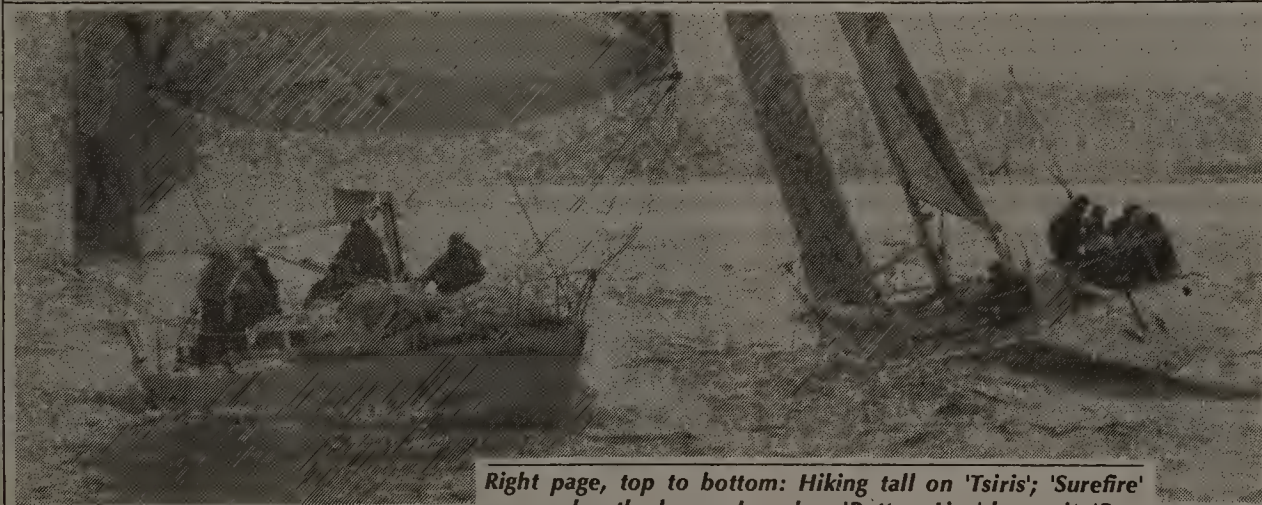
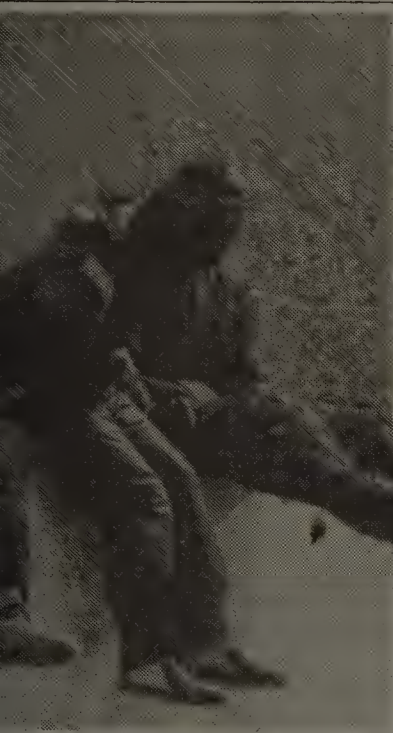
PURSUIT RACE (3/12) — 1) *Bullseye*; 2) *Sweet Okole*; 3) *Spindrift V*; 4) *Endurance*; 5) *Spirit*; 6) *Mary Don't Surf*; 7) *Dolphin Dance*; 8) *Bravura*; 9) *Kwazy*; 10) *Danville Express*. (85 boats)



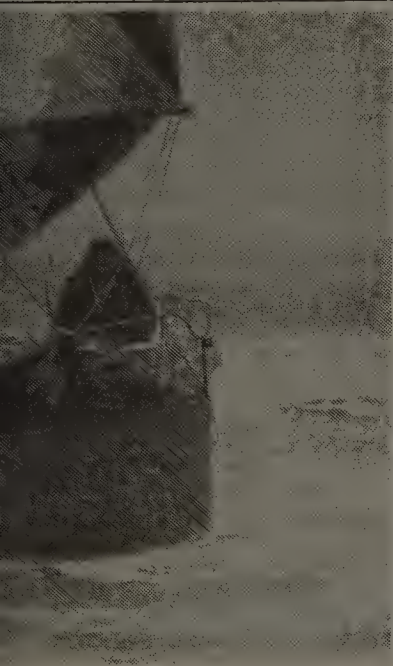


Left page, clockwise from above: The view many competitors in Class D had of 'Surefire'; postcard-pretty picture of the month goes to 'Danville Express'; an aptly named Wabbit; rail aerobics on 'Bullseye'; 'Mostly Harmless' looking anything but; a pair of 27s, 'Sonita' and 'Bobs', expressing themselves.





Right page, top to bottom: Hiking tall on 'Tsiris'; 'Surefire' approaches the leeward mark as 'Bottom Line' leaves it; 'Bravura' charges into the breech. On Sunday, their 'Corum' main-sail logo was shortened to just 'rum' after complaints about advertising. All photos 'Latitude'/rob & richard.



Junkets to San Francisco are highly sought after by business travelers all over the world. So when my firm has a visitor from out of town, we always try to allow time for more than just talking shop. Depending on who it is, and what we think they might enjoy, sometimes it's my job to do the long lunch and show off some of the City's better sights.

Our current visitor, representing a particularly important East Coast client, was known to own a sailboat. So naturally it fell on me to play tour guide.

But despite the great view from an upscale waterfront restaurant, lunch was a little strained. We talked about our boats, managed to get a few words in about the next phase of the Big Contract, and did some serious damage to his expense account. The problem was that he has a small wood schooner, while I have a fiberglass cruiser/racer, and I could tell he regarded plastic boats — and their owners — with disdain, if not contempt. The 'old sailing buddy' style of conversation that I was trying to engage him in was falling flat.

However, like all visitors from the East, he was green with envy at our 12-month sailing season. His boat, in stark contrast, wasn't even scheduled to get wet for another two weeks. Unfortunately there was no time to take him out for a sail — that certainly would have loosened him up. But we did have an hour or two before the next meeting back at the office. How to kill an hour with a wooden boat owner. . . ?

The Maritime Museum! We hopped in his rental car, found a parking spot at the foot of Van Ness, and a few minutes later we were walking up the gangway of the *C.A. Thayer*, the lumber schooner built in 1895. We appeared to be the only people on board, not surprising for a drizzly weekday afternoon.

"What a great example of a coasting schooner!" he said as he took off his tie. "You know, my boat is styled like some of the old downeast coasters, but I've never been aboard the genuine full-size article. What a great old ship. . ."

We took a turn around the main deck, taking in the ancient pine decks and the hemp rigging. There was quite a heavy surge in Aquatic Park, and we could feel the deck roll and heave underfoot, which certainly contributed to the authentic atmosphere. My guest was talking at a mile a minute — about mast hoops, gaff jaws, deadeyes, and baggy-wrinkles. Even though a lot of the running rigging was missing, he was reverse-engineering the entire rig, explaining how the boat would most likely have been worked.

But we didn't have the deck to ourselves for very long. About 30 kids in the 10 to 11-year-old range came tromping up the gang-



way. A field trip! I should have expected this. But their behavior was very unusual for kids of that age. Supervised by the members of the museum staff, they moved in orderly lines. They were admonished to walk quickly and quietly, and to take their places just forward of the main hatch, standing almost at attention in five rows of six kids each.

A woman, identifying herself as the First Mate, climbed up on the hatch cover and addressed the group: "Sailors, listen up! When you signed aboard for this voyage, you signed a contract!"

She was laying down the law in a style

The 'Thayer' (right) and 'Balclutha' are only two members of the Maritime Museum fleet, one of the largest historic ship collections anywhere.

reminiscent of induction into the Marine Corps. Her speech included everything a young sailor needs to know: the chain of command; the difference between bow, stern, port, and starboard; the 'always keep two feet on the deck' rule; the ship would keep 'bell time'; and the proper salutation when addressing various personnel. The captain — and only the captain — was 'sir'. Everyone else in authority was 'mister'.

After a few more rules and instructions,

WOODEN SHIPS AND IRON KIDS



MAX EBB

the ship again. The massive frames were mostly hidden by heavy ceiling planks, but the huge deck knees were visible, along with internal keel timbers. What we could see of the structure was actually in very poor condition. My guest even took out his pocket knife — standard equipment for all owners of wood boats — and showed me some serious rot hidden under the edge of a bulkhead.

Then we took a few minutes to read some of the explanatory plaques: It turns out that the *Thayer*, like many Pacific 'coasters', actually made its first paying trip to Hawaii and the South Seas full of lumber, and came back with copra. Many more South Pacific voyages followed before the ship became a fishing vessel, which was when the huge focs'l was added. One plaque noted that the ship was only intended to last 25 years, not a hundred.

It was almost too dark to see her, but we noticed a young woman in a business suit working with some equipment in the dimly-lit forward part of the hold. We guessed it might be surveying equipment — and walked up to see what she was doing.

"Max, like what on earth are you doing here?" said Lee Helm.

Lee is a naval architecture student from the University who sometimes crews for me. I knew she worked part-time for a design firm in the City, but this seemed pretty far afield from the big-ship projects she's usually involved with.

"I'm showing a visitor the Maritime Museum," I said, introducing my guest to Lee. "And might I ask the same of you?"

"We've been hired to survey the *Thayer*," she explained. "And to make some recommendations about alternative methods of rebuilding it. Take a look along that keel timber, there's at least 18 inches of hog. It's supposed to be straight. And I'm not able to measure all the way out to the perpendiculars."

As instructed, I sighted along the huge beam, in line with Lee's transit. "Yikes!" I exclaimed. "That's hog, all right."

"You know," said my guest, as he positioned himself for the same view, "I had a feeling she was a little too flat in the shear when we first saw her."

"And that's not the only problem," continued Lee. "Most of the frames are rotten, the planking is ready to fall off, the fasteners are almost gone, and we're not even sure we can drydock the thing without it falling apart. This vessel is, like, circling the drain for sure."

"I imagine it would be quite expensive to restore with traditional construction methods," said the wooden boat owner. "But this is a national landmark. It's worth a lot to preserve its historical integrity."

"They need \$2 million right now just to

the Captain took over. He introduced the cook, who "can't read, write or cipher," and the kids were told to go immediately to him if they were injured in any way.

"No complaints, and no volunteers!" the Captain then boomed at the young crew. "There will be no whining 'I don't want to do that' and there will be no 'me, me!' either. We will choose who does what. Understand?"

"Yes," they answered.

"And I don't want to hear 'yes' from your landlubber lips! It's 'aye! — aye, sir!'"

"Aye, sir!" the kids repeated.

It took a few more tries to get the "Aye, sir!" sounding just right.

We finally decided to leave the deck to the ship's officers and the new hands, and take a look down below.

"Must be from a military academy," I remarked. "Or at least the Sea Scouts. No kid I know would stand for that kind of discipline."

"You'd be surprised," said my guest. "Sometimes they like a little structure."

Once in the hold our attention turned to

buy the wood," said Lee. "And that might not even be enough."

"Doug fir?" said my guest.

"Right. But try to find the right size and quality — it has to come from protected national forests. That's allowed, for landmark

Don't worry, it'll still smell like slowly rotting wood down here, once the resin has had a few months to finish curing."

"It will be 16 times as stiff!"

preservation, but the museum still has to pay transnasally for the special harvest."

"How much is the whole rebuild expected to run?" I asked.

"They think they can do it for \$7 million," Lee informed us. "But like, we think they're dreaming. By at least a factor of two, if they want to do it right."

"Gotta do it," said my guest.

"That's where we come in," explained Lee. "There's a serious question about whether this is really the best use of museum funds. My company has some alternative proposals using modern materials. One option is to replace the external planks with a new structural fiberglass shell. It will only be a fraction of the cost, and much quicker. And maintenance costs will be. . ."

"No, you can't do that!" interrupted my guest. "You'll ruin her!"

"That all depends on what a preserved ship is really for," said Lee. "I mean, if we don't come up with the \$10 to \$15 'mill to do it right, it sinks at the pier. Then all we're left with for the museum is the deckhouse."

"I guess it comes down to whether you want to preserve the ship as an authentic artifact, or as functioning vehicle," I said.

"In this case they really can't afford to do either," added Lee. "Best we can hope for is to preserve the form, appearance and feeling of the ship. I know using plastic is heresy to the tar and hemp crowd," she said, turning to my guest. "But like, what can you actually learn from a massive 19th Century shop project? We know exactly how it can be done, and the scholars of ship construction won't learn anything at all from such a restoration that they don't already know."

"This place would be no better than Disneyland if you had ships with plastic hulls."

"You need to go on 'Pirates of the Caribbean' again," said Lee. "We can still preserve all the authentic form-factors, and leave the original ceiling planks and internal wood structure. A visitor wouldn't see any plastic at all from the inside. We feel the important thing is to preserve the 'sense' of history — the size, shape and feeling of the vessel. The way it rolls in the surge like it's doing now. And at a price that the museum can afford.

"Let's go back up on deck," I suggested, hoping to change the subject.

But as we made our way back up the ladder, Lee and my guest continued to debate the merits of "structurally authentic" versus "functionally authentic" preserved ships and replicas. Lee pointed out the problems with ships built strictly by traditional materials and methods — high cost, short functional lives, and severely compromised safety.

"There's much more to be learned from a



functional model," she argued. "Take the replica of the Hawaiian voyaging catamaran *Hokule'a* that's crossing the Pacific right now. The hulls are plywood and fiberglass! Sure, they could have dragged two rare koa trees from 6,000 feet up Mauna Loa and carved them into dugout hulls. They could have made sails out of pandanus leaves and rigging out of the fibers of coconut husks, and lashed everything together with sennit. But if they held out for absolute historical accuracy with the construction, they'd still be begging for funding 20 years later. But they went ahead and used plywood, plastic, and dacron. And the *Hokule'a* project, and those that followed it, have been big successes."

Our schooner friend from the East Coast didn't know quite what to make of Hawaiian canoes as historic ships.

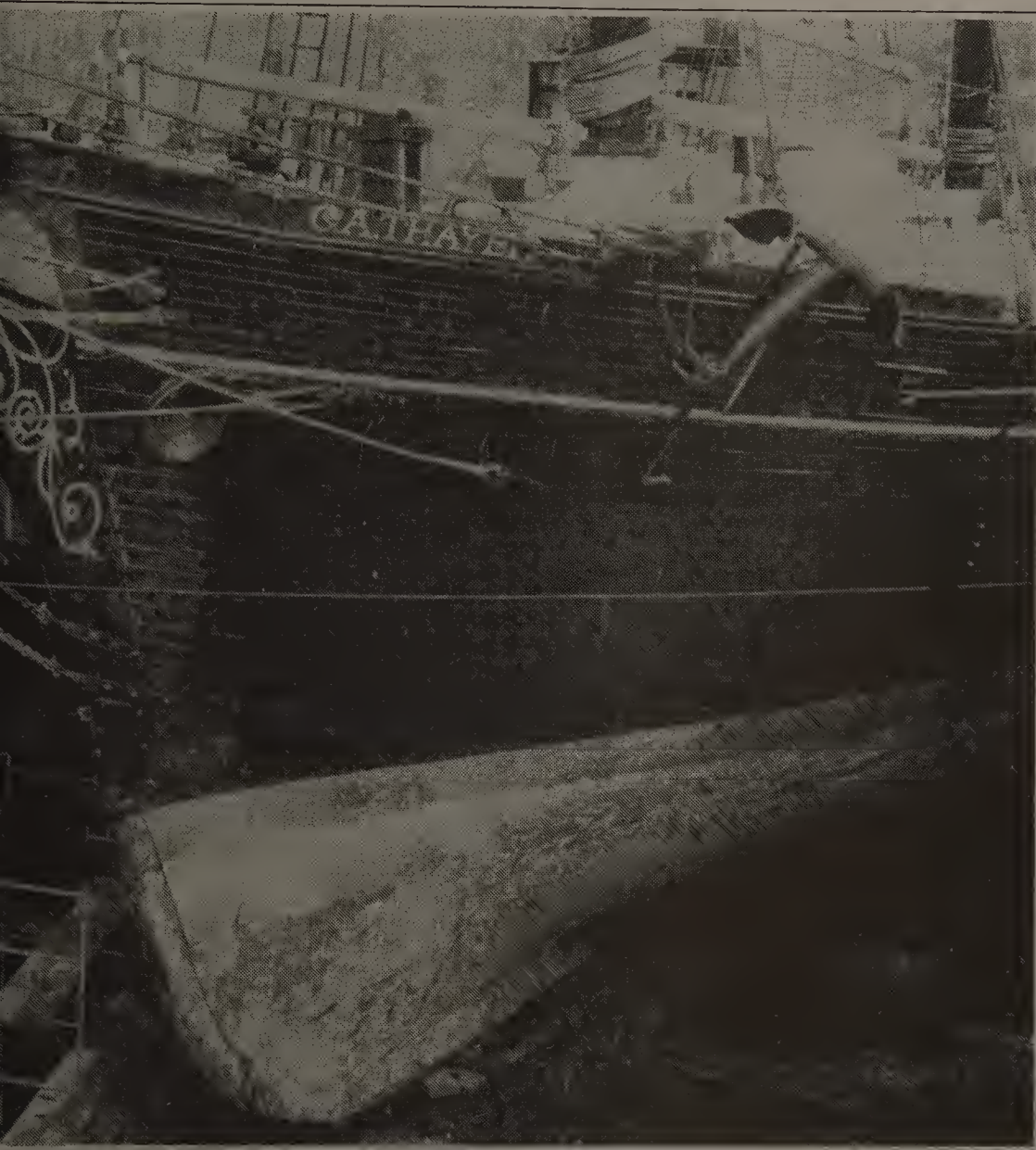
"But the replica of the ancient Greek trireme used traditional materials," he countered. "And that was also a very successful 'functional' replica, as you call it."

"Not!" said Lee. "They used steel wire for the hypozoma, and a chain hoist and dynamometer to keep it properly tensioned."

"A... hippo zone?" I started to ask.

"A hypozoma is the pretensioning tendon that runs the length of the ship, right under the deck. It's used to keep the upper planks in compression so they won't pull apart. The technology for doing that with natural fiber

WOODEN SHIPS AND IRON KIDS



SAN FRANCISCO MARITIME MUSEUM

Above, hard choices: two years and millions of dollars for an historically accurate refit, or half that in time money using modern materials? Left, some possible beneficiaries of the decision.

was a closely guarded secret in ancient Greece. In fact, it was a capital offense to pass along any information about it. So like, it's not surprising that there's no record of how it was done."

The deck of the *C.A. Thayer* was buzzing with activity when we came back topside. Groups of kids were hauling big mooring hawsers around, practicing with a heaving line, or preparing to raise one of the staysails. All were being bullied and ballyhooed by the Mate and other 'officers'. We wandered up to the entrance of the galley in the forward deckhouse, where another group of kids were chopping carrots and peeling potatoes under the cook's supervision.

It finally dawned on us what the staff here was up to. They were basically playing the paramilitary discipline pretty straight, but throwing in just enough theater to keep the mood very light. Most of the kids seemed to get the joke, and were happy to play along in

their roles as lowly sailors.

When they were all marched back down to the pier for a 'head detail', the First Mate, evidently seeing Lee's briefcase and book of field notes, approached us.

"Are you a teacher?" the Mate asked.

"Owner's representative," she answered.

"And these are my associates from the lumber industry."

"I'm sure you'll find the ship acceptable," she said. "As for the crew, you can see that they need some work."

After some more role-playing we finally broke character, and the Mate explained that the 'motley crew' were really fifth-graders from a public high school near Sacramento. They had from 3 that afternoon until 9 the next morning to experience everything the museum had to offer, so there was little time to waste. Still on the docket for that afternoon was hoisting a sail, learning to handle the mooring cables, operating davits and getting a short on-the-water boat drill in a small whaleboat. For the overnight 'voyage', they would actually pull up the gangway and warp the ship out to the mooring buoys. They'd spend the night in the foc's'l.

Lee explained what she was doing with the survey equipment down below, and how it was used to measure the exact amount of hog in the portion of the hold she could get to. When it started to rain lightly, the cook invited us all into the galley.

Inside, we were treated to the warmth of an ancient coal-burning stove in full operation, and served a round of coffee.

"One thing I've always wondered about hogging on old ships," asked the cook. "In service, these vessels are exposed to tremendous strains, what with heavy cargo and big seas. But it seems like they don't really hog badly until they're in a museum, and lightly loaded in protected water. Why is that?"

"Two reasons," answered Lee. "First of all the hogging moment in the empty, light condition might be higher than when the vessel is full of cargo or ballast. That's because the buoyancy, which is proportional to the cross-sectional area of the part of the hull below the waterline, tapers off very quickly towards the bow or stern. The weight of the ship also tapers off at the ends, but not nearly as fast. So what you have is much more buoyancy than weight in the middle of the ship, which tries to push the middle up, and much more weight than buoyancy at the ends, which tries to pull the ends down. The result is the ends bend down and the middle floats up, giving the boat a reverse-shear if it started out straight, or almost straight if it started out with moderate shear, like on this vessel."

"What if we just ballasted the ship here at the dock?" said the cook. "Would that help?"

"Done properly, enough weight could be added amidships to neutralize the hogging moment over a larger portion of the hull," said Lee. "Trouble is, ballast inhibits ventilation, and museum ships are fighting a constant battle with rot. So they like to keep the bilges as open as possible."

"Don't forget the effect of rig tension," said my guest. "When the standing rigging is set up tight for sailing it adds a sagging force, pushing down on the masts and up on the bowsprit and boomkin, which can neutralize some of the tendency to hog."

"For sure," said Lee. "That's a factor, too. But the big thing that changes once the boat is out of service is the shear strength of the planking system. It's like, for the hull to work as an effective beam in resisting bending, there has to be shear connection between the deck and the bottom."

She could tell that she'd lost us there.

"Do this experiment: Take four sail battens, pile them on top of each other, and lay them across the companionway hatch. Push down on them and note the flexibility."

"Got it," I said. "Just like a leaf spring."

"Exactly. Now clamp the battens together

MAX EBB

with some C-clamps, making sure the clamps are tight enough to prevent the battens from sliding across each other, even a little. It will be 16 times as stiff!"

"I'll take your word for the exact ratio," I said. "How does this explain the hogging on

"But preservation is everything," insisted our guest from back East, still unwilling to yield. "This is a museum. If the ships aren't

"No, you can't do that! You'll ruin her!"

the Thayer?"

"The only shear connection between the deck and the bottom is through the hull planking. When the vessel was in service, the hull had to be watertight right up to the deck, and the pressure of the caulking transferred the shear forces up and down the hull, just like the sail battens when they're clamped together. But when the topsides are allowed to dry out, and the planking shrinks and the seams open. . . ."

"Then it's like the stack of battens that are free to slide," said the cook. "Makes sense. What do you think you're going to recommend for the overhaul?"

"You aren't going to like it," said Lee, "but we're going to recommend fiberglass. Not just a hull sheathing — that would really accelerate the rot problem in the remaining wood — but a full replacement of the outer planking with a fiberglass shell. It'll be cheap, quick, allow the wood to remain dry and ventilated, and hardly even be visible from inside the vessel."

"Actually I think that's the most sensible proposal I've ever heard for the Thayer," he said. "Here we are trying to build our program, and the museum management is talking two years in drydock and \$7 million dollars. If we could get our hands on just a tiny piece of that Historic Landmarks money for programs instead of preservation..."

authentic, what's the point?" Then he cited the Charles W. Morgan and other authentically maintained ships at Mystic Seaport.

"Mystic is a fantastic museum," allowed Lee, "but not every seaport city should try to duplicate it. San Francisco is a different situation — consider the year-round good weather, the mostly non-maritime visitor demographics, and the fact that so few visitors here really care if the hull is wood or plastic. I mean, it's crazy to continuously sink megabucks into huge old wooden hulls at the expense of on-the-water programs and other genuinely educational activities. The trunnel-holding-the-plank-to-the-frame demonstration could be inside the exhibit building, and it would even teach more about trunnels and planks and frames than a whole ship full of them, if it's done right."

"Don't tell the curator, but I totally agree with that," said the cook. "In fact, sometimes I wish they'd let us fix up some of the small craft in a way that would make them easy to use and maintain. Heck, if it was up to me we'd have some small fiberglass sailboats here too, so the kids could get more time on the water than just a few minutes rowing. Even one or two simple knockabouts so they could each just get a taste of what it's like to

move in a boat under sail. But maintaining a working fleet of wood sailboats is darn near impossible these days, and fiberglass is still the 'F' word around here."

"Sounds like the crew is back from their head break," said the First Mate when the kids started back up the gangway. "Time for boat drill. We use the davits on the pier, and then give them all a turn out in the whaleboat. They've been practicing at school with broomsticks for weeks — it's always pretty funny. You're welcome to join us."

"Thanks," I said. "But we have to get back to. . . ."

"No, I think we'll be able to delay the meeting," interrupted my guest. "I'll just give your project manager a call and reschedule. Let's just wait out the rain a little longer in the galley, if it's all right with you. With this old stove fired up, this is the most authentic part of the whole ship."

"That's because it's actually operable," Lee had to point out. "You can always learn more from things that work than from things that just sit there."

Lee had to collect her equipment and get back to her office. My guest, on the other hand, insisted on participating in the boat drill, giving a very creditable beginner rowing lesson. It was obvious he had taught kids how to row before. When I reminded him of our schedule again, he pulled out his cellphone and called in from the bow of the whaleboat. But instead of rescheduling the meeting, he canceled it entirely.

"Don't worry about the contract for the next phase of the project," he shouted up to me as the whaleboat pulled away from the pier. "Your latest proposal is as good as signed. Besides, I need a good excuse for another trip back out to San Francisco!"

— max ebb

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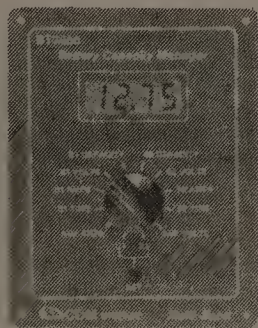
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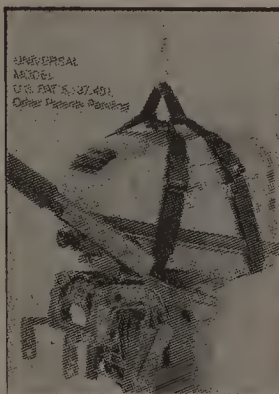
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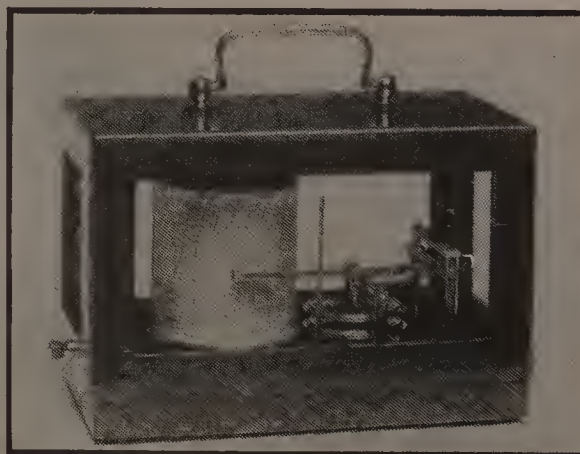


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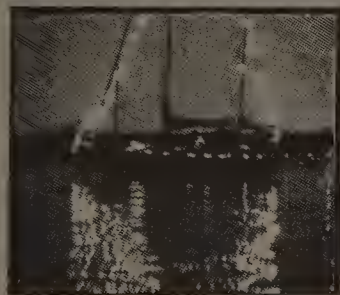
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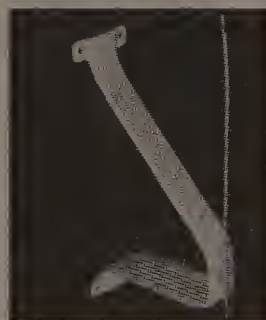
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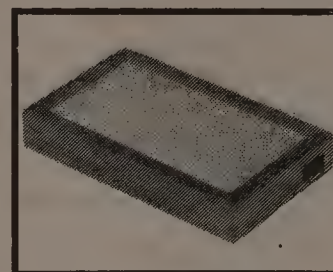
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With reports this month on the growing epidemic of **multihull fever**; bareboating tips on **cruising the Abacos**; charter marketing in the **computer age**; and miscellaneous **Charter Notes**.

Seeing Double:

Catamarans in the Bareboat Market

Just a few years back it was a real novelty to find a multihull advertised in a bareboat catalog. But these days it seems like everybody's got 'em. From Tahiti to St. Tropez multihulls are not only available, they're in high demand! And, oddly enough, they're mostly being chartered by monohull sailors — often with little or no multihull sailing background.

Could it be that the sailing public is finally becoming less factionalized? After suffering through countless monohull versus multihull debates in barrooms, dockyards and magazine diatribes, we find this crossover phenomenon particularly intriguing. Perhaps it's like the wooden boat aficionado who scoffingly puts down fiberglass hulls as 'Clorox bottles' — until the day he buys one himself and immediately starts boasting about its carefree maintenance. Let's face it, we boaters can be a fickle lot.

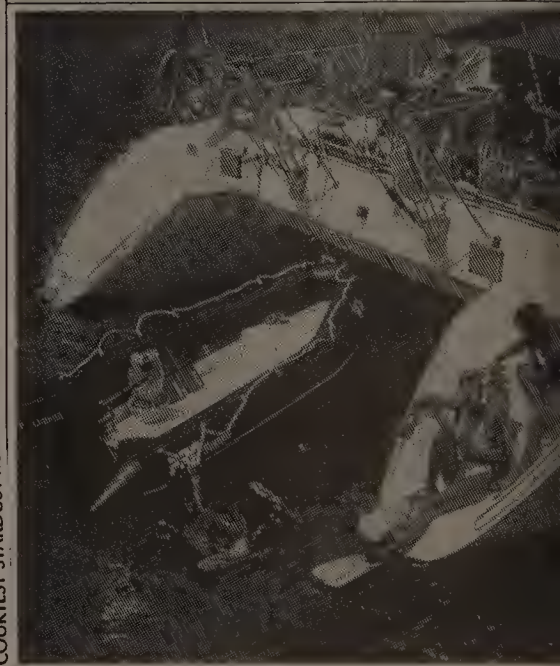
Of course the French have been spitting out twin-hulled and triple-hulled racing machines for ages. But it wasn't until 1988, when Dennis Connor snatched the America's Cup back from New Zealand — in a whirlwind of controversy — aboard the lightning-fast *Stars & Stripes*, that most American sailors sat up and took notice. Shortly thereafter, with the yachting press suddenly

During the past decade the growing curiosity about multihulls has been heightened by the record-breaking accomplishments of catamaran sailors like Peter Blake and Robin Knox Johnson (who blasted around the world in 74 days aboard *Enza*) and their French predecessor Bruno Peyron (who accomplished the task in 79 days aboard *Commodore Explorer* with the help of American Cam Lewis). Eyebrows were also raised when notable local sailor Russell Long (sometime skipper of the maxi *Ondine*) made a radical departure from monohull sailing to pursue speed sailing aboard his experimental tri-foil *Longshot*, which reached 48.2 mph. Bay sailors also perked up when the late Tom Blackaller, a lifelong monohull racer, abandoned single hulls to pursue his passion for speed in the ProSail 40 catamaran circuit. For many recreational sailors, the net result of these and other influences is a growing urge to give multihull sailing a try.

Ironically, while anticipation of speed may contribute to the allure of multihulls, other factors are more significant to their success in the charter market. In reality, when you load one down with all the requisite amenities of a charter yacht, its inherent potential for speed is greatly diminished. (A loaded 42-foot cat sails about as fast as a loaded 51-foot sloop.) So what's

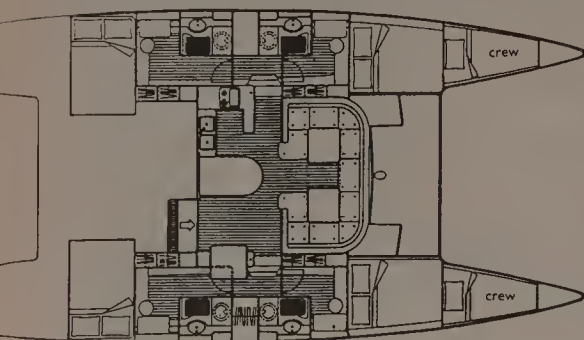


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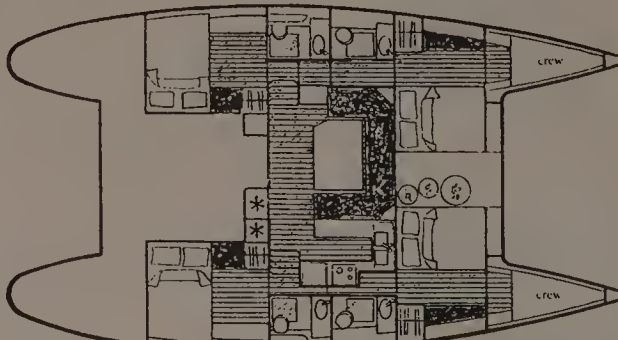


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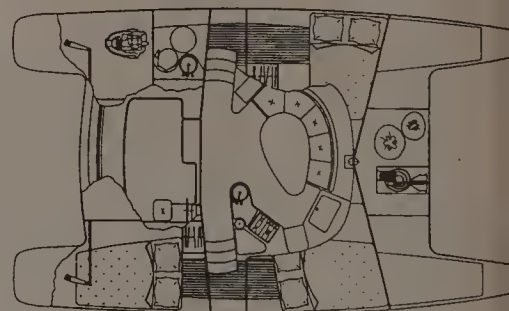
two thirds of any given day on the hook. And when a multihull is at anchor in the tropics — where the majority of bareboat chartering takes place — it doubles as an expansive floating sun deck or an open-air bedroom, ideal for peaceful stargazing. With over 20 feet of beam on the larger cats, you can also throw a party for every yachtie in the anchorage — complete with a pulsing Calypso band.



Kronos 45



Kennex 445



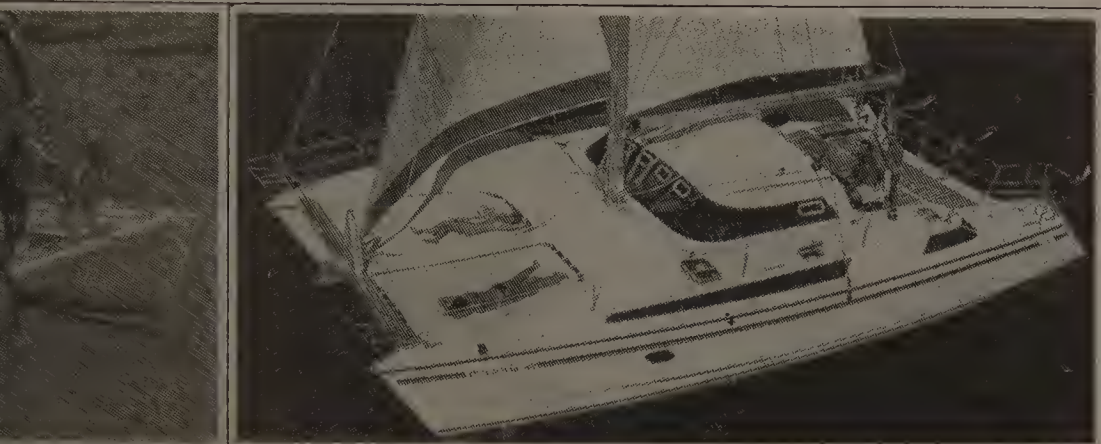
Tobago 35

fueling the fire of public interest, and more and more cats and tris entering the crewed charter yacht market, a few savvy bareboat purchasing agents took the bold step of bringing the first catamarans into their charter fleets.

all the fuss about? Roominess and stability, that's what. Think about it. Even if you like to burn up more miles under sail than the typical bareboater, you'll still spend at least

Below decks, the French-designed cats in service today sleep up to 10 people, generally in private double-berth cabins; on larger models each has its own private head and shower. A distinct advantage is that berths on most catamarans are wider and

OF CHARTERING



COURTESY STARDUST MARINE



COURTESY STARDUST MARINE

Kronos 45 is currently the largest cat that can be *truly* bareboated (from Sun Yachts in Tahiti), while the Privilege 48s on the market must carry at least one professional crewman (available from Sunsail at Tortola and St. Martin). The smallest are Tobago 35s (available from several companies, including Sun and Anacortes Yacht Charters).

You may be surprised to learn that most bareboat companies *do not* require previous sailing experience on a similar sized multihull. The simple reason is that there are very few large cruising cats in private ownership. However, on arrival you can be sure of receiving a very thorough check out, including pointers on your cat's inherent handling characteristics. Most companies recommend or require that you take a skipper on board to the first anchorage or so, but if you have experience on a similar sized (or larger) monohull you'll probably catch on quickly. Anchoring is a bit trickier, but docking is actually easier, as most of these cats have twin screws.

If the idea of sampling a cat intrigues you, don't waste time cogitating, make a reservation. In most fleets, multihulls become solidly booked months in advance of peak seasons, and there are still relatively few based at any given location. Likewise, if you've been thinking of buying a boat to put into an international bareboat fleet, one of the new cats would be well worth considering. While no bareboat can be expected to earn its owner big bucks, a nice multihull will never be the last boat left on the dock.

On a worldwide scale, the growth of the bareboat industry over the past 10 years has been dramatic, and as the market continues to expand, so do the demands of the sailing

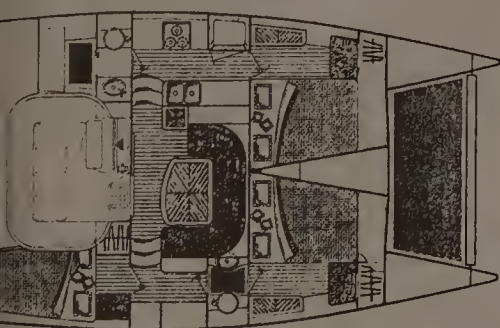
Clockwise from upper left: The living is easy on a customized Moorings 4200; a Stardust 42 sails close hauled without heeling; lounging is easy with 20' of beam; trapeze = nap ease; built-in swim steps make boarding a snap.

have more head room than on a monohull of similar length. Such pluses help the newly converted rationalize shelling out the higher prices that multihulls command.

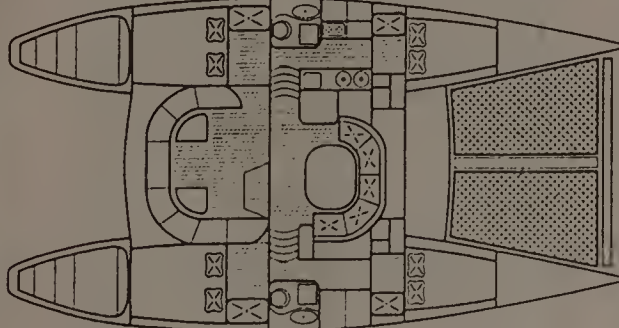
While you might think twice about

grandmas, fretful wives or macho guys with secret fears of seasickness. If you've got would-be sailing buddies for whom heeling over 15 degrees inspires white-faced panic and screams of terror that would make a banshee shiver, a multihull is the obvious choice.

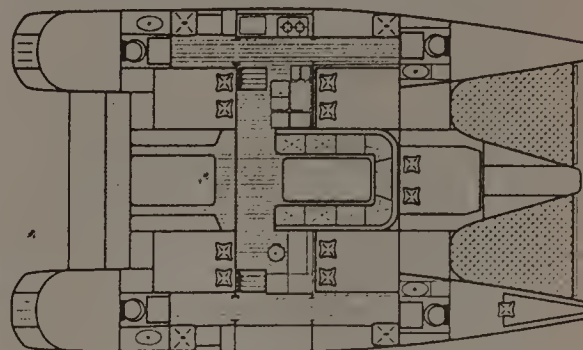
Today, the 'big four' — Stardust, Sunsail, Sun Yachts and The Moorings — all offer catamarans at selected bases worldwide such



Lagoon 37



Lagoon 42



Privilege 48

bucking giant mid-ocean swells in a catamaran, there is no smoother ride in the semi-protected waters of most popular charter destinations. The 37 to 48-foot cats on the market today are an ideal choice for any group that includes kids, novice sailors,

as St. Martin, Martinique, Tortola and Tahiti. Favorites among them are the Lagoon 37 and 42 built by Jeanneau and the Privilege 48 built by Jeantot Marine. The impressive

public. These days, an ever-expanding contingent seems to be coming down with multihull fever. Although we don't predict that they'll ever outnumber monohulls, they have certainly found a secure niche in the market.

— latitude/aet

The Other Caribbean: Bareboating the Bahamas

Within two hours of leaving the dock at March Harbor in the Abacos, we found ourselves walking around our beached whale of a yacht which lay hard aground on a sand bar, miles away from the nearest dry spot. Luckily, being seasoned Delta sailors, we knew the only thing that would get us off was an incoming tide. So we set an anchor out to deeper water, popped Jimmy Buffett into the tape deck and broke out the rum! Just another day in the sunny Bahamas.

We had chartered a Beneteau 405 from The Moorings new base here, which was — as we anticipated — presented in Bristol condition for our 11-day charter. The relatively small fleet ranged from 31 to 41-foot sloops as well as 37-foot and 42-foot catamarans — all appeared to be brand new.

In the Bahamas, the waters are crystal clear and wonderfully warm! But beware. Until you get used to reading water depths, you may run aground, as we did. Most of the time the water in the Sea of Abaco is very shallow. Believe it or not, we did most of our sailing in water that was less than 12 feet deep. But we found that with a draft of 4'6" you can go *almost* anywhere.

Local charts are literally sketch charts and appear to have many inaccuracies. We also found that the government charts were essentially useless due to their large scale. But we managed alright nevertheless.

You have a full range of places to go in the Abacos. You can head north to the deserted cays for solitude or sail south to



and the locals are quite friendly.

The highlight of our trip was definitely Hope Town Harbor on Elbow Cay — a really gorgeous spot. We spent two days there and loved every minute of it. Our favorite meal was grilled dolphin (mahimahi) at the Harbor's Edge Restaurant, which has a commanding view of the harbor and its famous landmark, a 100 year-old candy-striped lighthouse. A tour of this historic tower should not be missed!

Another favorite spot was Man-O-War Cay. The only drawbacks there are that everything shuts down after 5 p.m. and its a 'dry' island, so B.Y.O.B!

Oddly enough, most anchorages and harbors are deeper than many of the sailing areas! When it comes to mooring for the night, you can choose between dropping an anchor, picking up a mooring or renting a marina slip — whatever suits your fancy.

One tip about anchoring is to drop two hooks — you'll sleep better. As we learned, the weather can change quickly in these waters and you may end up being sorry you

A Lagoon 37 skirts the Hope Town light on Elbow Cay, a must-see landmark. Insets: trips ashore yield secluded beaches and colonial relics.

didn't take the extra time. For instance, one night we were anchored off Delia's Cay, near Great Guana Cay with about a dozen other boats. At about 5 a.m. the wind clocked 180 degrees and was blowing straight into the anchorage at about 35 knots. I scurried topsides only to find half the boats were dragging down onto us. We were still solid. About an hour later the anchorage had pretty much cleared out and I had just begun to relax, when a neighboring boat started dragging. She finally came to rest about 20 feet from a shallow outcropping and it turned out the only thing that had stopped her was that she snagged her CQR on our secondary anchor rode. Enough said — use two anchors.

Another recommendation is to go before mid-summer, when you may get intermittent rainy weather. Springtime should be ideal.



JIM RAYCROFT/COURTESY THE MOORINGS

Blasting through the Bahamas on a Beneteau 405, where a faceful of spray is a welcomed refresher.

'civilization'. In a little more than a week you can make stops in both directions. Food in the islands is excellent, the water is beautiful



ALL PHOTOS JIM RAYCROFT/COURTESY THE MOORINGS

A New Twist in Charter Marketing

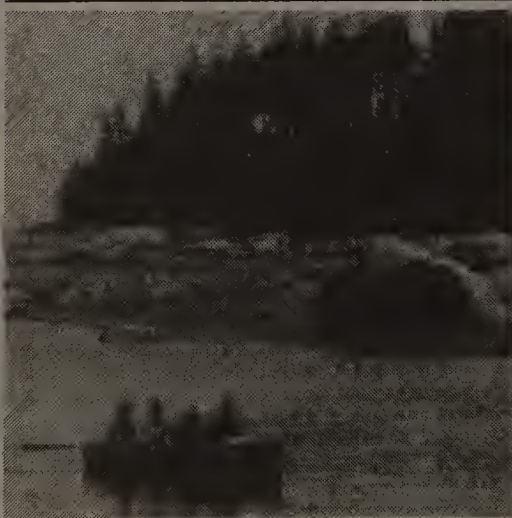
Being a bunch tired old surfers, we don't get out to conquer the waves much anymore. But we do still surf. You see, we recently discovered a form of surfing that's a lot less strenuous and doesn't require a wetsuit. We're learning how to 'surf the Internet'!

On a recent romp through this electronic playland — America Online, to be exact — we discovered a great irony of '90s marketing. Would you believe that with a few keystrokes on the old computer you can access booking info on a wide range of historic New England tall ships? Your first reaction is apt to be that it is a bit incongruous to market something so old fashioned by such a new-fangled means. After all, the allure of a traditional sailing vessel is supposed to be 'getting back to basics', pulling lines and navigating without the assistance of modern technology, thereby revitalizing the time-honored techniques of marlinespike seamanship.

But hey, this info-surfing is fun and highly informative. When you think about it, it's probably a very efficient and economical way for tall ships — which are *always* run on extremely tight profit margins — to hawk their sailing adventures to a wide range of potential clients throughout the country.

So what did we learn? We were reminded that Maine is home to a varied fleet of classic

If gunkholing along the coast of Maine doesn't relax your mind and ease your tensions, your condition may be beyond therapy!



SCHOONER NATHANIEL BOWDITCH

'windjammer' sailing ships which range in size from 70 to 140 feet. Their three- and six-day coastal sailing programs are great travel bargains, with prices that average \$350 and \$650 respectively, including hearty daily meals and often a traditional lobster bake.

We marked our calendars with the prime summer events like Boothbay's Windjammer Days celebration, June 28, when the fleet comes in for a grand parade of sail. On the Fourth of July, the Maine Windjammer Association hosts the Great Schooner Race, a point-to-point romp from North Haven to the Rockland Breakwater. Once the online info peaks your interest, the idea is to call for brochures and booking details. In this case, call the Association at (800) 624-6380. Stay tuned for more surf reports in coming issues!

— latitude/aet

Charter Notes

With the America's Cup semi-finals now completed, the competition seems to be getting more intense by the day. This month, both the defender selection series (Citizen Cup) and the challenger selection series (Louis Vuitton Cup) will be played out on the waters off San Diego between Sunday, April 9, and Saturday, April 22.

San Diego sailing clubs and charter operators report that there are still good boats available for both semi-final matches and for the America's Cup finals, which begin May 6. Super low air prices are also currently available, so don't procrastinate, pick up the phone and make some plans.

Individuals have a variety of options for viewing the races on daysail boats. Several notable choices that sailed down from the Bay to take part are *Andiamo* and *Zeus*, both sleek MacGregor 65s. After the Cup, *Zeus* will return to her new charter base at the Monterey Bay Boatworks.

Adding a male ringer to the all-female America³ crew has been controversial, to say the least! But there will be at least one boat



SCHOONER NATHANIEL BOWDITCH

Who says you can't go back in time? Step aboard a traditional schooner like the 'Nathaniel Bowditch' and sail in the style of a bygone era.

Also, we suggest you allow an extra day prior to picking up the boat in order to make everything as leisurely as possible and to recover from the flight — as well as the arrival night party!

All in all, it was a very enjoyable vacation. Once again, The Moorings' fine boats and good service reaffirmed why I keep going back to them. So if you don't mind being in water shallower than your bathtub, go for it! You won't find a friendlier bunch of people or a more tropical setting anywhere.

— alan hartford
pittsburg, ca

Ed note — One of the great things about the shallow Bahamian waters is that you can almost always jump overboard with a mask and snorkel and set your anchors by hand if necessary. Although here in the Bay you wouldn't dream of doing such a thing, in 75° water with 100-foot visibility, 'anchor checking' is a chore you'll relish doing.

WORLD OF CHARTERING

on the water this year which will be strictly females only. Womanship, a females-only sailing organization still has space for spirited ladies on five-day trips which focus on sail training in addition to race watching. Call for details at 800-342-9295. And, no, they will *definitely not* be taking on male crew if the going gets tough!

Back home on the Bay, the familiar gaff-tops' l ketch *Hawaiian Chieftain* has returned to Sausalito from points south. This 49-passenger square-rigger has announced a whole new menu of creative 'theme' daysails, including Easter and Mother's Day Jazz Brunches and the Master Mariners Regatta. Call (415) 331-3214 for info and reservations.

We hate to nag, but.... don't wait 'til the last minute to make your summer charter plans if you expect to get one of the better boats in the fleet — any fleet. Savvy sailors book early, particularly when they plan to sail in the peak tourist seasons (i.e. the Pacific Northwest, New England, Tahiti, Tonga, Fiji and the Aegean this summer).

In Maine, where the sailing season is extremely short (basically July and August) and fleets are relatively small, reserving now



LATITUDE/ANDY

The America's Cup has no monopoly on hardy lady sailors. Bosun Lynn McFarlane works the foredeck of Sausalito's 'Hawaiian Chieftain'.

is particularly important. This verdant coastal cruising ground is one we rarely focus on, but if you're looking for a peaceful cruising ground that's relatively close to home, put Maine on your list. In addition to the 'Windjammers' we mentioned earlier, Maine is a great venue for bareboating. Take note that our 'insider's list' of the finest ports 'o call on Penobscot Bay includes Somme Sound, the only natural fjord on the East Coast; 'Merchant's Row' an idyllic group of islands off Stonington; and Bucks Harbor, where there's a guy who cooks fresh lobster to order and delivers it to your boat. Now *that's* what we call service!

If you plan to bareboat in the Caribbean this summer — where you'll avoid the winter crowds, yet run the risk of hitting some nasty weather — you'll find substantial savings on weekly pricing. Bargain hunters will be happy to note that some companies also give 10 days for the price of seven during the lazy months of summer. Despite the implications of 'hurricane season', most summer days are, in fact, bright and sunny with air temperatures in the low to mid-80s and water a blissful 75°. Summer beers, by the way, are just as frosty as those purchased in winter!

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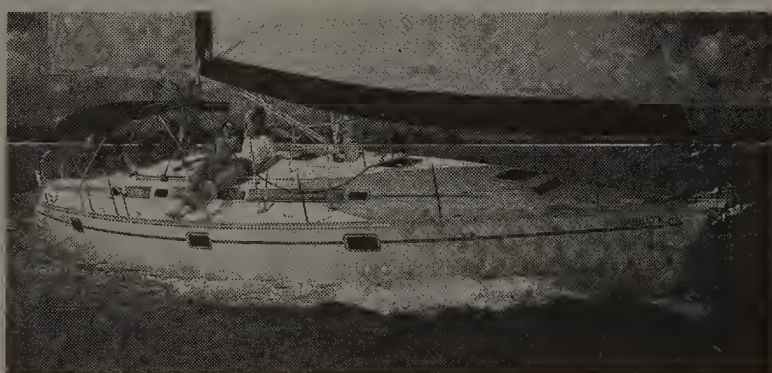
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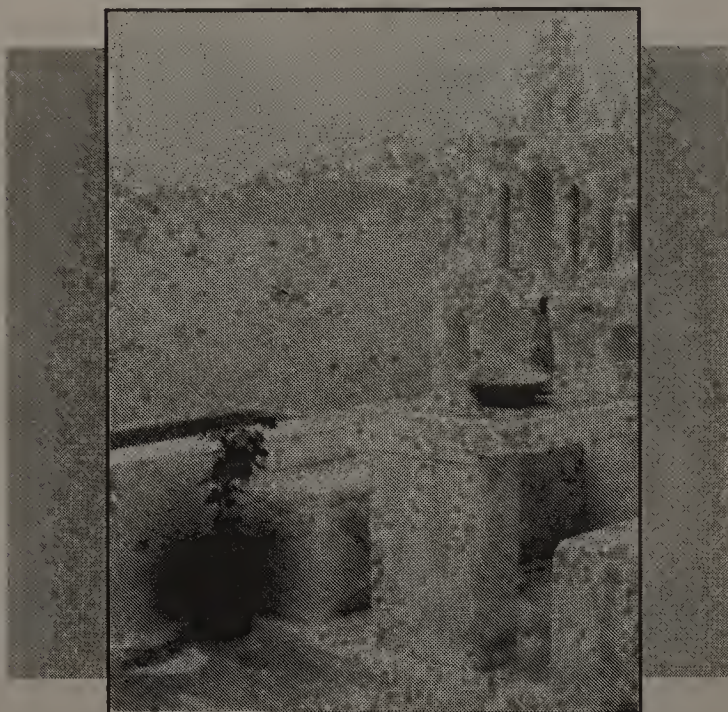
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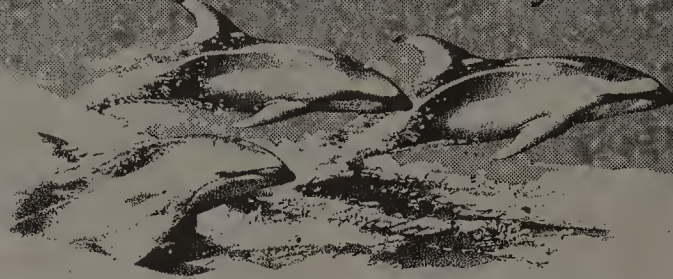
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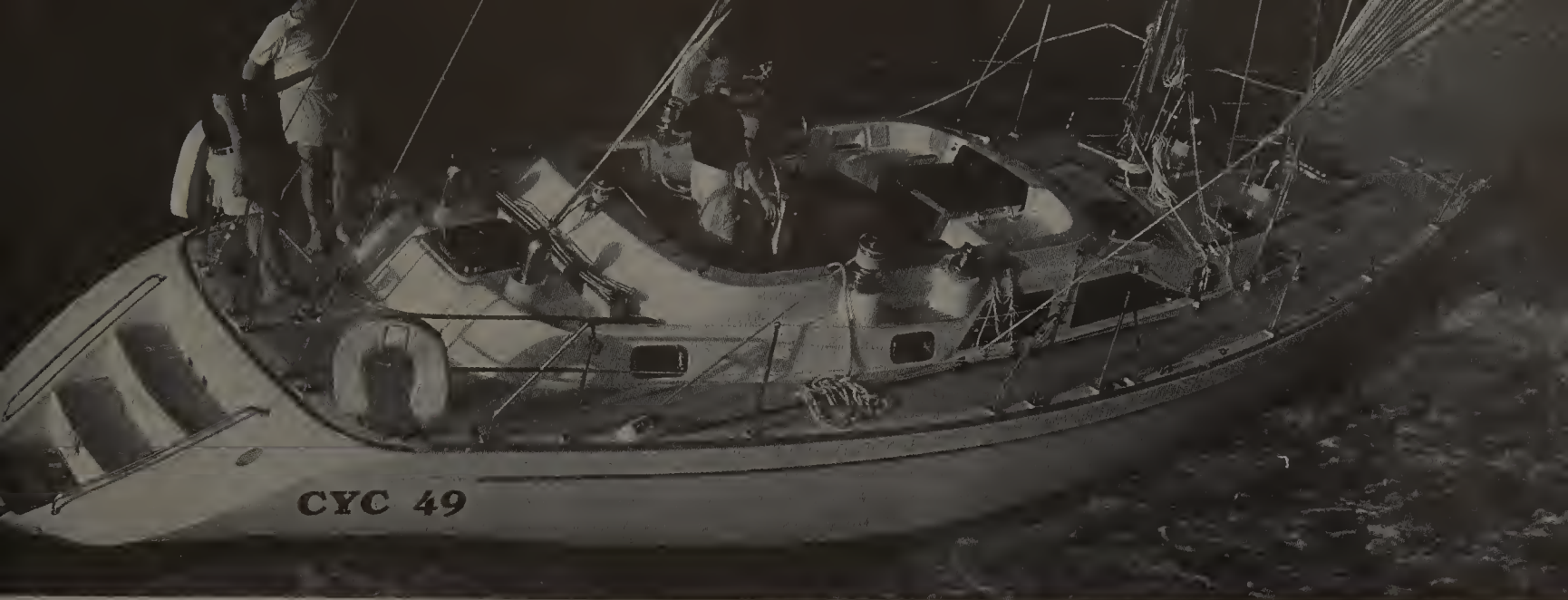
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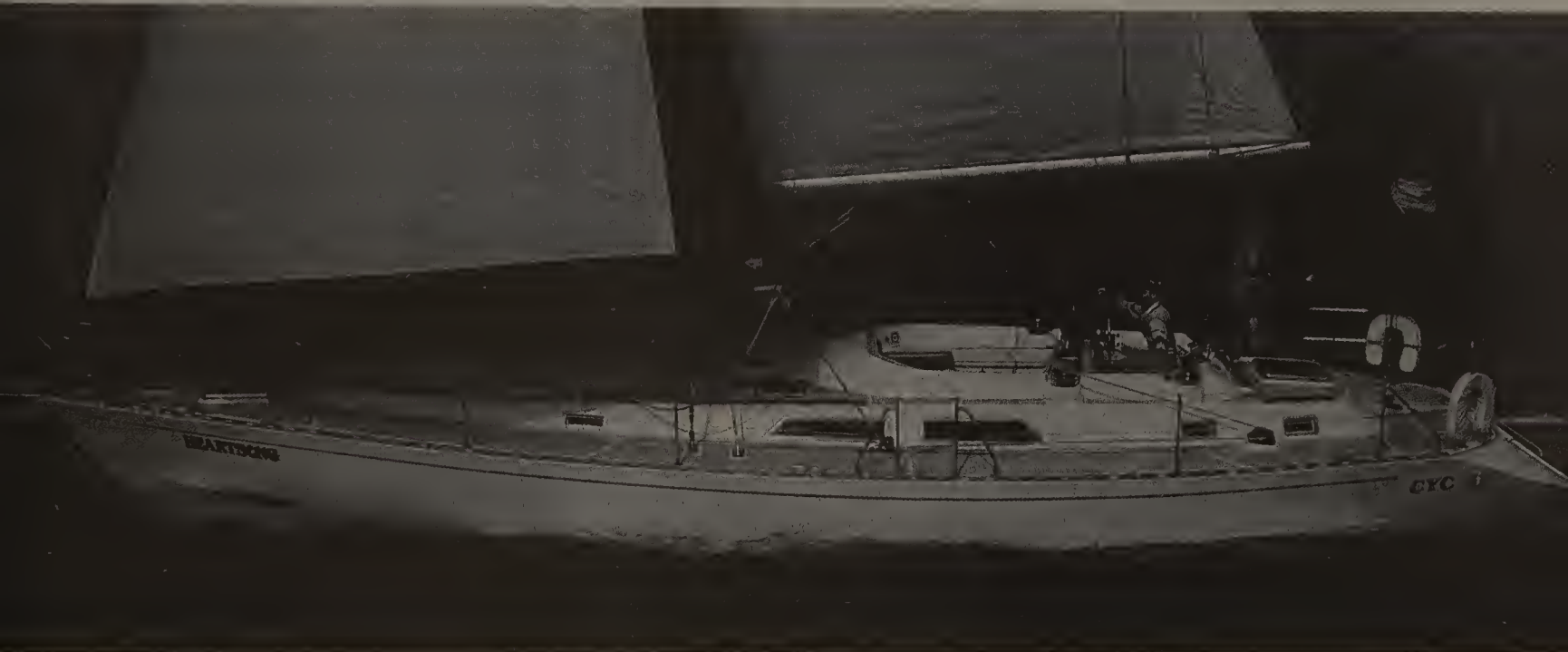
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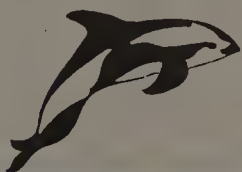
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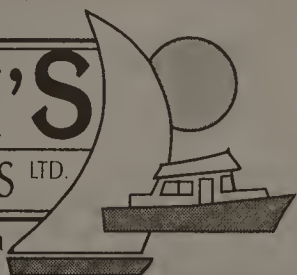


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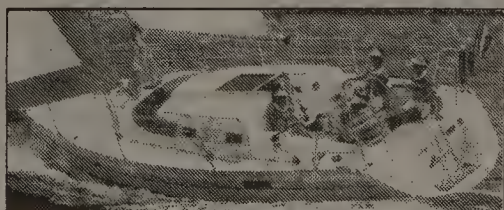
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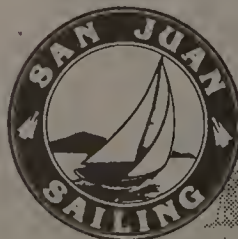


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THE RACING

With reports this month on Leg III of the carnage-strewn **BOC Race**; the inaugural **Leukemia Cup**; the lightly-attended **Wheeler Regatta**; the **Spring Dinghy/Zellerbach Regattas**; the shorthanded **Rites of Spring Race**; the new format for the **BYC/MYCO Champion of Champions**; the mellow **Singlehanded Farallones Race**; final results of various **midwinter series**; and the usual ramblings at the end known as 'race notes'.

BOC Update

For the purpose-built racing yachts of the 1994-95 BOC Challenge, Leg III was a thriller from start to finish. Except for Christophe Auguin, that is. Sailing his powerful 60-ft Class I sloop *Sceta Calberson*, the veteran French singlehander took command early and led the way throughout the entire 7,200-mile third leg from Sydney to Punta del Este, Uruguay. Crossing the finish line on February 28 — 29½ days out — Auguin set a new course record and all but cemented his chances of a second consecutive overall win of the BOC. He now leads the second boat by more than 80 hours.

That boat is none other than Steve Pettengill's *Hunter's Child*. If he can maintain the pace, which seems likely, Steve will post the highest ever placing in the BOC by an American sailor. But it won't be a

scant half hour ahead of Vendee. Overall, *Hunter's Child* leads Vendee by 31 hours.

Two hours after VDH finished — yes, hours — the other 'drag race' of the current BOC was decided. Italy's Giovanni Soldini prevailed over perennial rival David Adams of Australia in the battle for first in Class II (40-50 feet). Highlights of this wrestlemania, which also raged the entire leg, included Adams sailing *True Blue* deeper into the southern latitudes than any other competitor to try to shave off miles, while Soldini's *Kodak* had to stay north with a glitchy radar. (Below 54 degrees, you need radar to detect icebergs.) The strategy worked — for a while, anyway. Like Pettengill, Soldini chanced an end run at the 11th hour, and finished 90 minutes ahead of *True Blue*. Overall, Adams leads Soldini by less than 24 hours.

BOC Leg III and Overall Standings*

CLASS I (50-60 feet)

boat	skipper	Leg III	overall
1. <i>Sceta Calberson</i>	Christophe Auguin (FR)	29d/16h/15m/57s	96d/20h/54m/17s
2. <i>Hunter's Child</i>	Steve Pettengill (USA)	31d/13h/42m/09s	100d/08h/03m/29s
3. <i>Vendee Enterprises</i>	J. L. Van den Heede (FR)	31d/14h/13m/31s	101d/15h/05m/07s
4. <i>Novelle South Africa</i>	J.J. Provoyeur (SA)	31d/19h/14m/10s	103d/13h/25m/46s
5. <i>Coyote</i>	David Scully (USA)	32d/19h/07m/21s	104d/22h/46m/14s
6. <i>Thursday's Child</i>	Arnet Taylor, Jr. (USA)	50d/15h/22m/21s	160d/08h/58m/02s

CLASS II (40-50 feet)

1. <i>True Blue</i>	David Adams (AUS)	31d/17h/51m/39s	102d/04h/11m/09s
2. <i>Kodak</i>	Giovanni Soldini (IT)	31d/16h/23m/19s	103d/01h/13m/43s
3. <i>Jimroda II</i>	Chaniah Vaughan (UK)	42d/21h/04m/13s	126d/13h/46m/35s
4. <i>Newcastle Australia</i>	Alan Nebauer (AUS)	not yet finished	
5. <i>Cornwall</i>	Robin Davie (UK)	not yet finished	
6. <i>Sky Catcher</i>	Nigel Rowe (UK)	retired	
7. <i>Shuten Dohji II</i>	Minoru Saito (JPN)	missing**	
8. <i>Henry Hornblower</i>	Harry Mitchell (UK)	missing**	

**The only sailor lost so far in a BOC was Jacques de Roux in the '86/'87 race.

*As of March 25.

cakewalk. Pettengill's nemesis for the last two legs has been France's Jean Luc Van den Heede aboard his slender yawl *Vendee Enterprises*. Trailing 'VDH' until literally the next to last day of the leg, Pettengill snuck by to finish in a time of 31 days, 14 hours — a

Rounding out the 'A team' was Class I's J.J. Provoyeur on *Novell South Africa*, who finished a couple hours after *True Blue*, and American David Scully, who sailed *Coyote*, also a Class I boat, across the finish line the next day.



But while the champagne corks were popping in Punta, the ranks of the 'B fleet' were once again rife with carnage, mayhem and, apparently, tragedy. At this writing, two sailors are missing and presumed lost.

On March 2, Harry Mitchell, the intrepid 70-year-old Brit, activated one of two 406 EPIRBs aboard his 40-ft Class II entry *Henry Hornblower*. This set off as active a search as could be mounted in the remote area of the Southern Ocean from which it came — 1,450 miles west of Cape Horn. A three-day search by air and sea yielded no sign of Mitchell.

But it did find Japanese sailor Minoru Saito. Out of communication with race headquarters for two days, Saito's 50-ft *Shuten Dohji* was sighted by a ship which had diverted to search for Mitchell. Through VHF, Saito relayed that he had been forced to shut



LATTITUDE/ROB

Hot, hot, hot — Hans Williams is the guy to beat these days in the local Melges 24 fleet. The former Knarr star scored a rare midwinter 'triple' last month with his 'Mary Don't Surf' — victories in the Leukemia Cup, the Big Daddy and the Wheeler Regatta. Inset, from left: driver Williams, Mike Diaz, Erik Johnson and Tom Salvo. Co-owner Mark Eastham wasn't aboard when this shot was taken.

down communications electronics aboard his boat to conserve power — the result of a generator failure. All else was well, he radioed, and he was continuing on course for Cape Horn.

Neither Saito or Mitchell have been heard from since. Commercial ships continue to divert through the area of the two sailors' intended tracks, and local fishing boats are still on the alert. But hope is fading.

These two incidents underline a distressing dichotomy of recent BOC races: the ever-widening gap between purpose-built round-the-world boats skippered by professional sailors out to win, and the "because it's there" group composed of adventurers on shoestring budgets sailing 'converted' cruiser/

racers, many of which — from all outward appearances — aren't up to the task.

Consider, for example, that on the day that Mitchell activated his emergency beacon, Christophe Auguin had been in port for three days. While his professional support team was readying *Sceta Calberson* for the final leg of the race, Auguin was out watching the finish of six more high-end boats that all completed Leg III within a day of each other in warm temperatures and mild winds.

Mitchell, on the other hand, was sailing through freezing rain, 30-knot winds and 10-foot seas. With the prospect of weeks more of the same. And he was more than 3,000 miles from Punta — the equivalent of a cross-country drive from San Francisco to

New York City.

Make no mistake, Leg III was the most brutal of the race for all boats and skippers. But the high-end boats all made it through relatively uneventfully — if you can call surfing to numerous 300-mile days through gale after gale and rounding Cape Horn "uneventful."

But at this writing, 55 days after the start of Leg III on January 29, only 9 of the 13 starters have finished. Two of the four still out are Mitchell and Saito. The other two are Robin Davie's 40-ft *Cornwall* and Alan Nebauer's 50-ft *Newcastle Australia*. Both Class II yachts were dismasted earlier in the leg and rerigged in the Falklands. At presstime, both boats were pounding toward Punta, hoping to make it by the April 1 start of Leg IV. Nebauer is doing so under jury rudder, having lost his real one a few days out of the Falklands.

At 5,751 miles, the final leg back to Charleston, South Carolina, is the shortest and the mellowest of all. We can't help feeling a bit appalled that less than half the 20-boat fleet that started the BOC back in September will likely make it there.

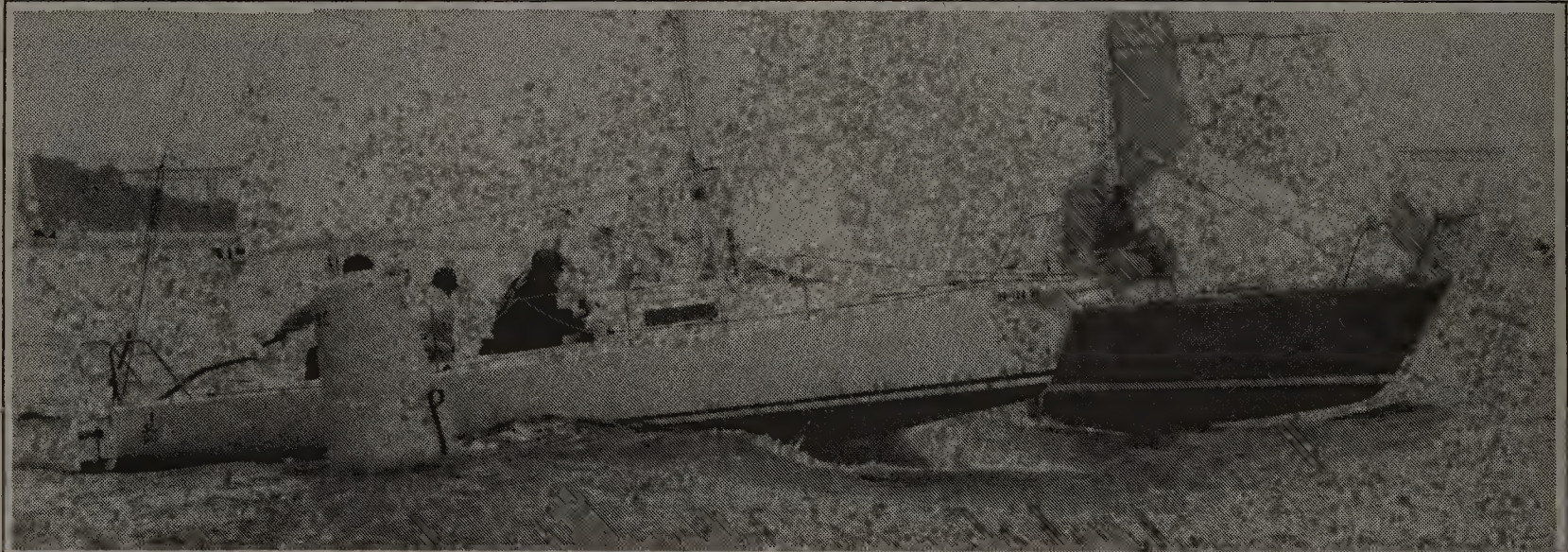
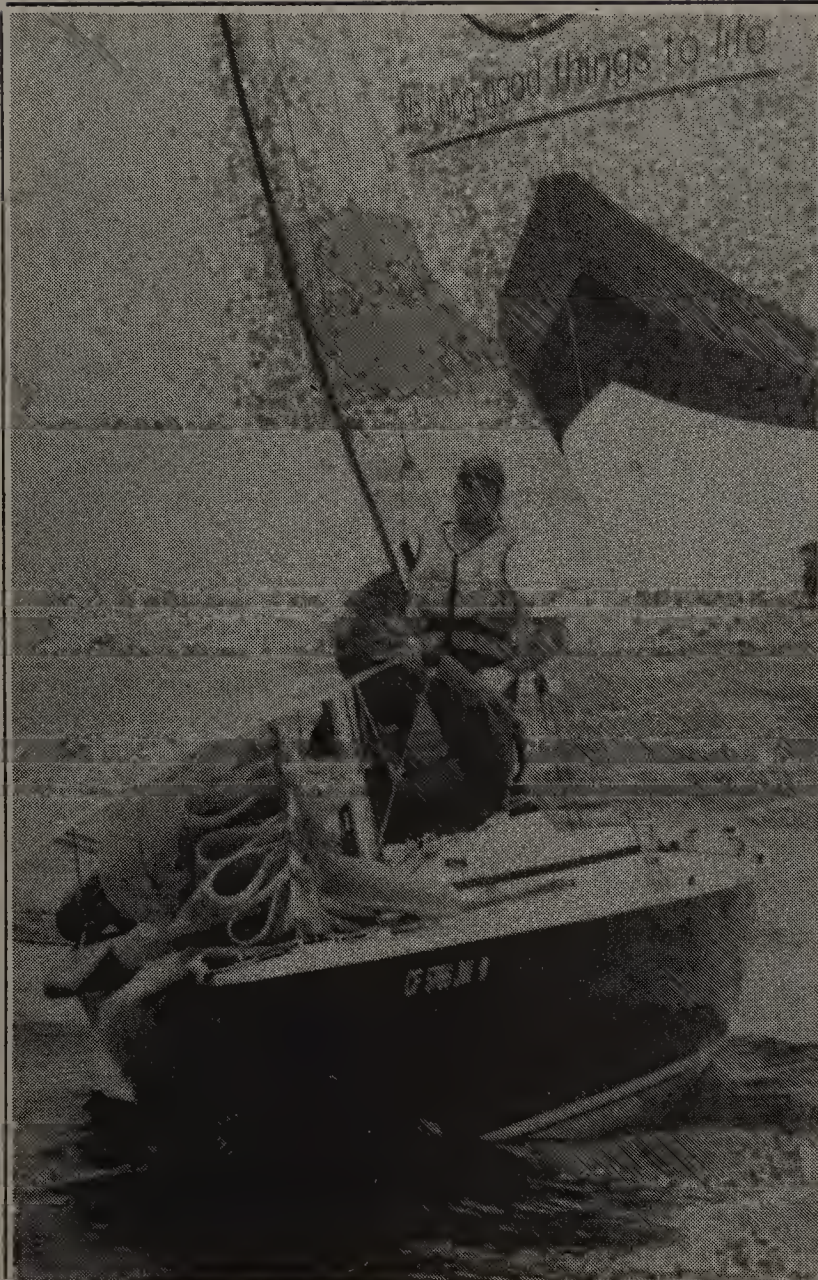
Leukemia Cup

"If this weekend is any indication, it's gonna be a long year," sighed Matt Jones, St. Francis YC's frustrated race manager. "Maybe we scheduled the regatta a little too early in the year?"

Whatever the case, the inaugural Leukemia Cup on March 4-5 was a semi-bust on Saturday and a complete bust on Sunday (read: no wind, big current). Over 550 sailors on 136 boats in 15 classes shared Jones' frustration as the wind simply refused to fill in — until, naturally, after the regatta was abandoned early Sunday afternoon. Conditions were so grisly that seven of the classes, including the 26-boat strong Moore 24 fleet, never even finished a race.

But the weekend wasn't a complete waste of time — far from it. Where it counted most — raising money and awareness to help find a cure for leukemia and related cancers — the regatta was a smashing success. Over \$17,000 was netted after expenses, an impressive amount. Patterned after the first Leukemia Cup Regatta, held on the Chesapeake Bay in 1993, the regatta raised funds through live and silent auctions, a raffle, and individual and boat competitions. Masterminded by the ubiquitous Gary Jobson, this was the first of ten Leukemia Regattas around the country scheduled during 1995.

The 11:Metre *Ronstan* dug deepest and



hustled hardest, raising \$4,000 for the Leukemia Society. Craig Colwell, a Ronstan crewmember, was the top individual fundraiser. Four other boats raised over \$1,000 each: *Cindy*, *Adrenaline Rush*, *Jam Jam* and *Insufferable*. Congratulations to everyone — it's heartening to see the racing community collectively exhibiting such social consciousness.

EXPRESS 37 — 1) *Re-Quest*, Glenn Isaacson, 2.75 points; 2) *Melange*, The Chamberlins, 5.75; 3) *Spindrift V*, Larry & Lynn Wright, 6. (5 boats)

J/35 — 1) *Fishing's Too Easy*, Perkins/Wilson, 1.5 points; 2) *Jarlen*, Bob Bloom, 6; 3) *Equanimity*, Paul/Thayer. (6 boats)

SANTANA 35 — 1) *Wild Flower*, Art Mowry, 2.75 points; 2) *Resolute*, Richard Peck, 4.25; 3) *Tinsley Light*, Hank Grandin, 8. (8 boats)

J/105 — 1) *Jest*, Cascino/Eaton, 1.5 points; 2)

March madness: Scenes from StFYC's windstarved, but politically correct, Leukemia Cup. All photos 'Latitude'/jr.

Blackhawk, Art Ball, 4; 3) *Invictus*, Walt Marti, 6. (6 boats)

11:METRE — 1) *SportsChannel*, Sweeney/Watson, .75 points; 2) *Ronstan*, Alistair Murray, 2; 3) *Blitzkrieg*, Dennis Rowedder, 3. (7 boats)

OLSON 30 — 1) *Hoot*, Andrew Macfie, 5 points;

RACING SHEET



regatta!" claimed *Blue Max* co-skipper Diana Freeland. Of course, as commodore of host Berkeley YC, Diana might have been laying it on a little thick — but then there wasn't much not to like about this year's Wheeler Regatta on March 25-26. The sun gods smiled on the small 27-boat fleet, there was enough wind to complete all three races, and the apres-race partying was fun, as usual.

The 'real' racing occurred on Saturday, as two Circle/Southampton courses, 8.2 miles and 10 miles respectively, were contested in northwesterly winds that peaked at 12 knots. The top displacement boat, Chris Kostanecki's J/30, lately known as *Eastern Breeze*, took the Rollo Wheeler Memorial Trophy. Winning the City of Berkeley Perpetual, the former IOR trophy which now goes to the top 'sport boat', was Hans Williams' Melges 24 *Mary Don't Surf*. The nine Melges 24s, which count the Wheeler towards their season championship, were the only boats to show up in this division.

Sunday's pursuit race, a 10.9-mile jaunt from the Circle to Blossom Rock and back via #8, was held in a fragile northerly. Displacement boats and Melgi were scored separately, but for the record, *Quantum Libet*, David Wadbrook's Melges 24, was first to finish.

BUOY RACES (3/25):

MELGES 24 — 1) *Mary Don't Surf*, Eastham/Williams, 2.75 points; 2) *Quantum Libet*, David Wadbrook, 4.75; 3) *Denial, Blame & Anger*, Greg Dorland, 9; 4) (tie) *Surfeit*, Olson/Dimick, and *Smokin'*, Kevin Clark, 11; 6) (tie) *Casey Jones*, Don Jesberg, and *Sabotage*, Bill Colombo, and *The Far Side*, Harf/Danieli, 11; 9) *Not the Family Buick*, Michael Stone, 18. (9 boats)

PHRF — 1) *Eastern Breeze*, J/30, Chris Kostanecki, 2.75 points; 2) *Bodacious*, Farr 40, John Clauser, 9; 3) *Carlos*, Santana 22, Robert Ward, 11.75; 4) (tie) *Petard*, Farr 36, Keith Buck, and *Gemini*, Baltic 38 DP, Scooter Simmons, 14; 6) (tie) *Hot Chocolate*, Newport 30 Mk. II, Don Oliver, and *Blue Max*, Dehler 34, The Freelands, 15; 8) *Latin Lass*, Catalina 27, Bill Chapman, 16; 9) *Albacore*, Santana 22, David Demerest, 17; 10) *White Lightning*, Santana 22, Bill Charron, 18. (18 boats)

PURSUIT RACE (3/26):

MELGES 24 — 1) *Quantum Libet*; 2) *Mary Don't Surf*; 3) *The Far Side*. (8 boats)

PHRF — 1) *Petard*; 2) *Bodacious*; 3) *Gemini*; 4) *Bewitched*; 5) *Blue Max*. (14 boats)

Spring Dinghy/Zellerbach

The best dinghy sailors in the Bay Area gathered at St. Francis YC on March 18-19 for the annual Spring Dinghy Regatta. The Zellerbach Regatta for Olympic classes (only Lasers and IMCOs this year) was run simultaneously — in fact, the weekend was really just one big dinghyfest masquerading under

2) *Zephyros*, Cal Maritime Academy, 7; 3) *Run Wild*, Albert Holt, 9. (11 boats)

MELGES 24 — 1) *Mary Don't Surf*, Williams/Eastham, .75 points; 2) *White Ford Bronco*, Norman Davant, 2; 3) *Casey Jones*, Don Jesberg, 3. (7 boats)

PHRF — 1) *Mostly Harmless*, SR 33, Paul & Lee Bergman, 1.5 points; 2) *Insufferable*, N/M 30, Pete Rookard, 6; 3) *Surefire*, Frers 36, Jon & Matt Carter, 6. (6 boats)

MOORE 24 — 26 boats

J/24 — 22 boats

J/80 — 4 boats

EXPRESS 27 — 22 boats

NEWPORT 30 — 1 boat

J/29 — 6 boats

ETCHELLS — 4 boats

Wheeler Regatta

"I really enjoyed this weekend! I love this

THE RACING SHEET

two names.

Six light-to-moderately windy races were run, three on each day. A highlight of the occasionally drizzly weekend was a gray whale cruising upwind through the start of one of Saturday's races: "He didn't come back, so we scored him as 'PMS,'" quipped 505 sailor Patrick Andreasen.

With Finns and Europe Dinghies spread out all over the country at the moment, attendance in the Zellerbach portion of the racing was a little light. However, the other classes — 505s, I-14s and Snipes — each showed up in force. At the end of the weekend, there were no surprises in the winners' circle — all the 'right' people won. Perhaps not coincidentally, all six class winners either have been, or are currently, products of the St. Francis YC sailing juggernaut.

505 — 1) Bruce Edwards/Jonathan Livingston, 6 points; 2) Don Smith/Kirk Gooding, 10.75; 3) Mike Martin/Howie Hamlin, 12.75; 4) Bill Jager/Robert Park, 18; 5) Patrick Andreasen/Meade Hopkins, 22; 6) Jim Wondolleck/Jay Kundt, 26; 7) Chris Klein/Craig Perez, 37. (14 boats)

INTERNATIONAL 14 — 1) Zach Berkowitz/Morgan Larson, 3.75 points; 2) Ron Boehm/Pete Mohler, 11.75; 3) Ben Wells/Keith Stahnke, 14; 4) Jim Maloney/Mike Jankowski, 18; 5) Andrew Bates/Kurt Schmidt, 27; 6) Alan Laflin/Brian Ebert, 31; 7)

Dobroth, 50. (22 boats)

SNIPER — 1) Bart Hackworth/Paul Kerner, 5 points; 2) Packy Davis/Courtney & Julie Davis, 16; 3) Doug Howson/Brooks Magruder, 21; 4) Seamus Wilmot/Kitrena Swanson, 23; 5) Jonathan Knight/Marica Belvin, 25; 6) Jim & Lynn Grubbs, 34.75; 7) Tony Fisher/Mark Breech, 36. (14 boats)

LASER II — 1) Katherina & Maria Kuzina, 5 points. (3 boats)

IMCO — 1) Ted Huang, 3.75 points; 2) John Callahan, 10; 3) Al Mirel, 16; 4) Charles Hosey, 22; 5) Bill Martinson, 26. (9 boats)

Rites of Spring Race

Oakland YC's annual shorthanded Rites of Spring Race — which this year included a crewed women's class — got off to a shaky start on the gray day of Sunday, March 19. As the 45-boat fleet sampled the starting line before the start, a doublehanded entry snagged the pin and seemed determined to deliver it to the race committee boat. A 30-minute postponement ensued while a new starting line was set.

Afterwards, competitors agreed that the temporary setback was actually a blessing in disguise — they got a shorter course, thereby avoiding the late afternoon deluge as the latest storm front blew through. The 10.3-mile course started off the remains of the Berkeley Pier, took the fleet upwind to Harding Rock, then downwind into the Berkeley

co's SC 40 *Red Hawk* first back in a time of 1:44:35.

Top finishers are listed below. See if you can guess which doublehanders didn't provide their crew's names.

WOMEN (crewed) — 1) *Jabiru*, J/35, Renee Wilmoth; 2) *Nanook*, Ranger 23, Jane Jepson. (3 boats)

SINGLEHANDED — 1) *Happy Trails*, Valiant 40, David Bennett; 2) *Bravo*, Pretorian 35, Fred Hess. (5 boats)

DOUBLEHANDED (non-spinnaker) — 1) *Lelo Too*, Tartan 30, Emile Carles/April Storrs; 2) *Lone Star*, Serendipity 43, Dave & Jane Reed; 3) *Persistence*, Hunter 40, Dick Ament/Craig Seavey; 4) *Joanna*, Irwin 30, Martin Jemo/Kato Kaelin; 5) *Caprice*, Lapworth 50, David Lenschmidt/Jack Scullion. (11 boats)

DOUBLEHANDED (spinnaker < 160) — 1) *Red Hawk*, SC 40, Lou Pambianco/Jimmy Hoffa; 2) *Smokin'*, Melges 24, Dave & Erin Oliver; 3) *Legs*, Moore 24, Greg & Teresa Paxton; 4) *Tsirir*, Olson 29, Dan Nitake/Lance Ito; 5) *Defiance*, SC 40, Steve Pringle/Forrest Gump. (15 boats)

DOUBLEHANDED (spinnaker > 160) — 1) *Che-lonia*, Yankee 30, Ed Ruszel/Chelsea Clinton; 2) *Current Asset*, Islander 30, John Bowen/Sonny Bono; 3) *20/20*, Cal 29, Phil Gardner/Cindy Crawford; 4) *Pacific II*, Columbia 36, Todd Anderson/Jim Jessie; 5) *Ya Think?*, Cal 20, Ted Rogers/Homer Simpson. (14 boats)

Newport-Cabo Race

The quality was still there, but not the quantity, for last month's mellow Newport to Cabo San Lucas Race, now co-sponsored by Newport Harbor YC and Los Angeles YC. Without the ULDB 70s or California 50s — neither of whom put the 790-mile race on their '95 schedules — the staggered starting lines were pretty lonely: just five boats started in PHRF-B on Friday, March 17, followed by the 'bulk' of the fleet (eight big boats) on March 18, and the two jumbo multihulls on March 19.

Fifteen boats, total, in the spring Cabo Race? Just ten in last February's Puerto Vallarta Race? What's happening to ocean racing, anyway?

We'll let greater minds than ours ponder that question (if you know the answer, write us a letter). In the meantime, we'll stick with what we've heard about this race — which, to be honest, isn't much. The crews of the two Bay Area boats, John William's Centurion 47 *Pericus* and Dave Crowe's hopped-up MacGregor 65 *Phoenix*, were still partying in Cabo as we went to press, so we weren't able to get their stories. However, Mark Rudiger, guest navigator on *Windquest*, was back in town and filled us in on the 'view from the front'.



PAUL KAMEN

Dave Bernstein/Eric Arens, 33. (15 boats)

LASER — 1) Matt McQueen, 6 points; 2) John Pernick, 20; 3) Madhaven Thirumalai, 22; 4) Andrew Holdsworth, 22; 5) Simon Bell, 36; 6) Skip McCormick, 39; 7) Scott Sellers, 39; 8) Will Benedict, 40; 9) Steve Bourdow, 47.5; 10) Tom

The 'Mighty Mary' crew? No, it's the 'Jabiru' gang after winning their division in the Rites of Spring.

Circle flats, and back to the finish. The fleet sped around the course propelled by a chilly 15 knot southwesterly, with Lou Pambian-

1995 Newport-Cabo Race

<u>Flt</u>	<u>Cls</u>	<u>Yacht</u>	<u>Type</u>	<u>Skipper</u>	<u>Yacht Club</u>	<u>Elps. Time</u>	<u>Corr. Time</u>
PHRF - A							
1	2	<i>Two Dog Gone</i>	SC 52	Angelo Peykoff	South Shore	114:29:56	116:57:08
2	3	<i>Firedrill</i>	N/M 68	Brian Mock	Newport Hrbr	103:47:59	117:17:35
3	4	<i>Harlequin</i>	Schock 55	Barbara Colville	Newport Hrbr	112:14:43	117:45:55
4	8	<i>Phoenix</i>	MacGregor 65	H. Kilduff/D. Crowe	Encinal	113:17:41	120:39:17
PHRF - B							
1	1	<i>Lady Godiva</i>	Swan 57	Ted Chodar	Unknown	119:10:50	116:06:50
2	5	<i>Champagne</i>	Beneteau 42	Hall Palmer	Portland	135:00:23	118:26:47
3	6	<i>Pericus</i>	Centurion 47	John Williamson	San Francisco	133:11:52	118:28:40
4	7	<i>Malocclusion</i>	Catalina 42	Harvey Duryee	Long Beach	140:40:07	119:48:55
5	9	<i>Nehushtan</i>	J/35	Dan Prigmore	Bahia Cor.	136:54:24	122:11:12
IMS							
1	1	<i>Exile</i>	R/P 66	Warwick Miller	Royal H.K.	95:25:24	73:06:21
2	2	<i>Trader</i>	Andrews 70	Fred Detwiler	Bay View	94:40:34	79:31:16
INVITATIONAL (Mono)							
1	1	<i>Windquest</i>	R/P 74	Doug DeVos	Macatawa	90:31:40	72:58:40
2	2	<i>Am. Challenge</i>	Whitbread 60	Neil Barth	Newport Hrbr	92:37:41	92:37:41
INVITATIONAL (Multihull)							
1	1	<i>Double Bullet II</i>	75' catamaran	Robert Hanel	Cabrillo Beach	83:48:49	83:48:49
2	2	<i>Lakota</i>	60' trimaran	Steve Fossett	MOCRA	84:42:44	84:42:44

"Outside was the way to go this time," explained Mark, a veteran of 15 Mexican races. "The wind got progressively lighter the farther down Baja you went, especially at night. The top windspeed we saw was about 18 knots, with the average more like 10-12 — not very windy compared to past years. We stayed well offshore until after Mag Bay, and then came inshore and played the shifts to the finish."

Windquest's rockstar-laden 16-man crew — which included John Bertrand (the American one), Bill Biewenga, Mike Pennacost and Lexi Gahagan — was first to cross the finish line off the Sol Mar Hotel after 3 days and 18 hours, two hours ahead of Neil Barth's Whitbread 60 *America's Challenge* (ex-*Yamaha*). It was *Challenge's* first ocean race under new management, and original project manager John Jourdane was conspicuously absent from the crew. Rumor has it that until Barth sells his other two boats, *Growler* and *Persuasion*, plans for his '97-'98 Whitbread campaign are on hold.

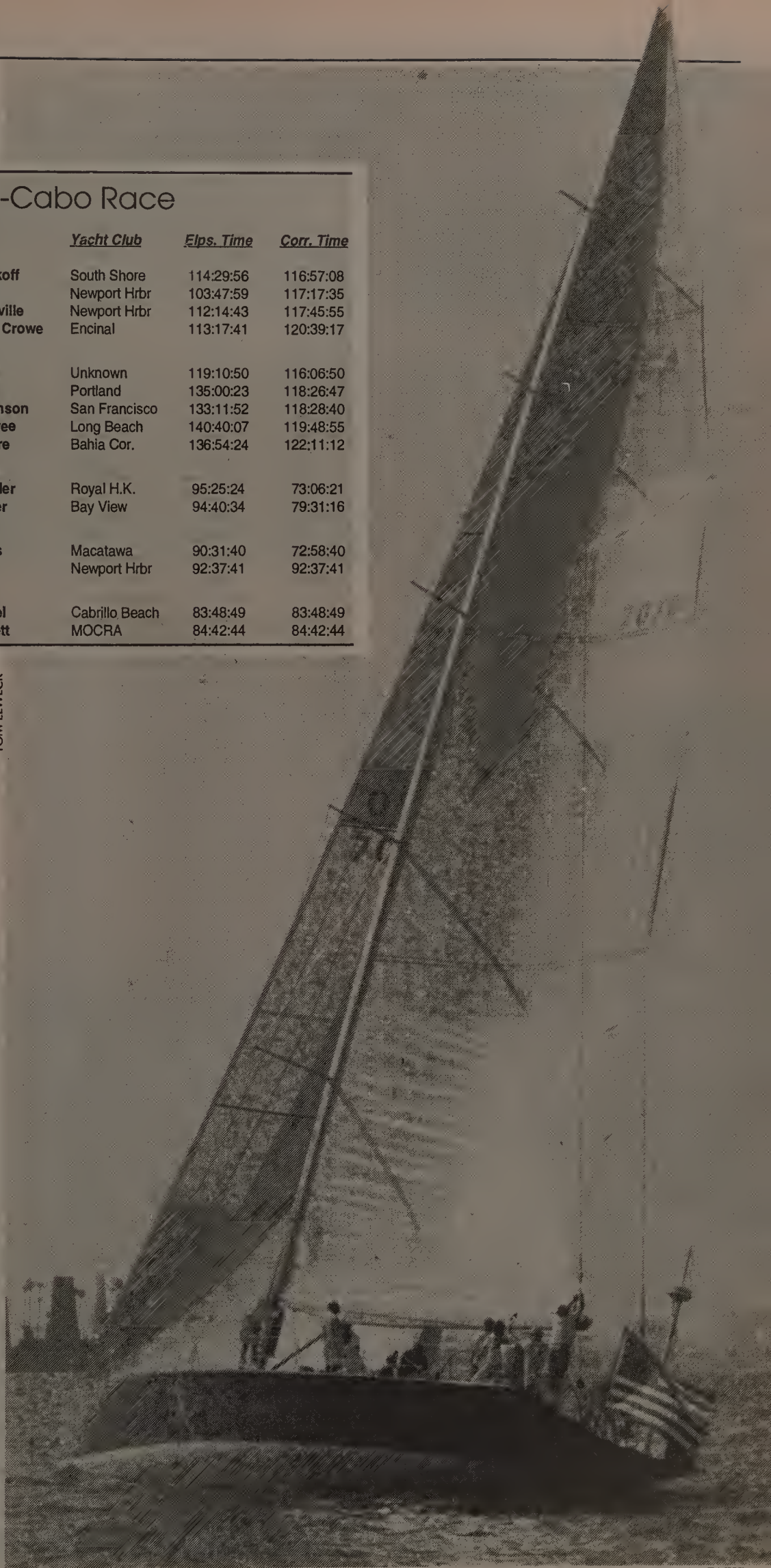
The eclectic fleet also saw multihulls race for the first time — *Double Bullet* upset the globe-trotting *Lakota*, beating her to the 'Golden Arches' by an hour. In yet another two-boat showdown, *Exile* beat *Trader* in the IMS class by over six hours on corrected time, a landslide. Both boats are on the West Coast tuning up for the TransPac; in fact, the relatively new *Exile* — a sharp-looking baby version of *Windquest* (same designer and builder) — is a pre-race favorite.

BYC/MYCO Champ of Champs

There was a first of first, a first of seconds and a first of thirds. That was the new format

The majestic 'Windquest', seen here sail-testing in L.A. Harbor, was first to finish the recent Newport to Cabo San Lucas Race.

TOM LEWECK



THE RACING

for the Berkeley/Metropolitan Champion of Champions Race that traditionally caps off their four-race, four-month midwinter series on the Berkeley Olympic Circle. This year's showdown was held on March 19, and featured the familiar 8.8-mile triangle, windward, leeward course.

In previous years, only the winning boat from each division raced each other in a winner-take-all PHRF 'superbowl' that included everything from a Cal 20 to an Express 37. To add more interest this year, all the second-place series finishers started in their own class five minutes later and competed for a separate trophy. Likewise, all third-place finishers.

Colin Moore sailed his trusty Wylie Wabbit *Kwazy* to victory in the 'main' race, winning by a narrow margin of 11 seconds over David Wadbrook's Melges 24 *Quantum Libet*. "Conditions were just perfect for the Wabbit," remarked Colin. "We could carry the chute on the tight reach when the Melges

BYC race chairwoman Bobbi Tosse promised to remedy this deficiency next year — the last of lasts!

RED — 1) *Kwazy*, Wylie Wabbit, Colin Moore; 2) *Quantum Libet*, Melges 24, David Wadbrook; 3) *New Wave*, Express 27, Buzz Blackett; 4) *Advantage II*, J/29, Pat & Will Benedict; 5) *Knots*, J/24, John Notman. (10 boats)

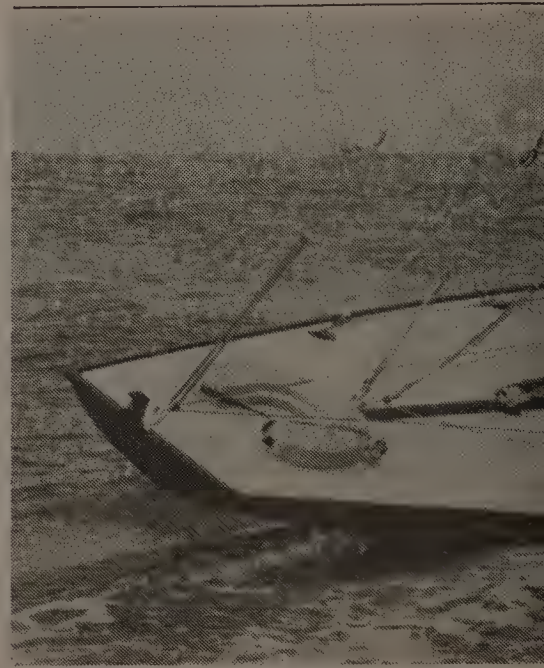
BLUE — 1) *Abigail Morgan*, Express 27, Ron Kell; 2) *Jombo*, Wylie Wabbit, Jon Stewart; 3) *Blue Max*, Dehler 34, Jim & Diana Freeland. (7 boats)

WHITE — 1) *Taralynn*, Beneteau 32s5, George Selby-Hele; 2) *Xurgorth*, Olson 25, Lee Pryor. (3 boats)

SSS Singlehanded Farallones

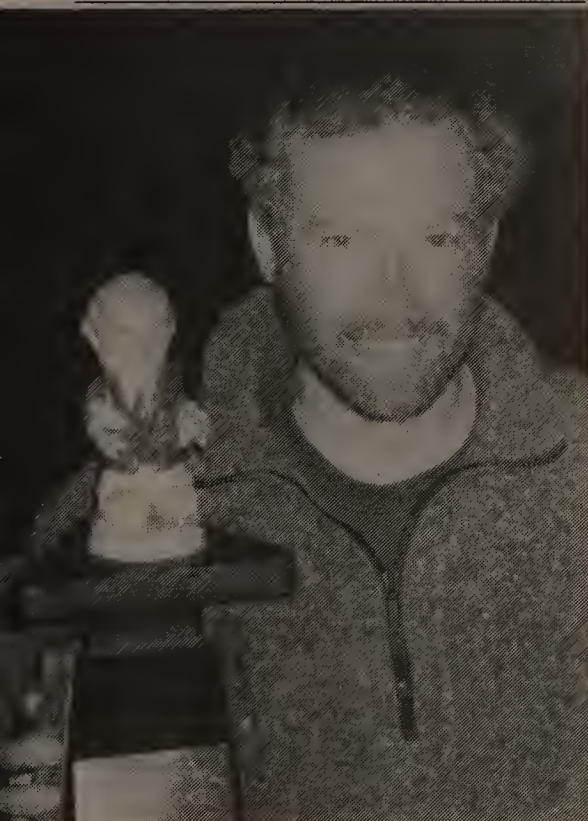
Alameda rigger Bruce Schwab clobbered the 77-boat fleet in this year's easy 58-mile Singlehanded Farallones Race on March 25. Sailing his 64-year-old 30 Square Meter *Rumbleseat*, which he painstakingly restored over 13 years, Schwab was third at the Rockpile behind *Aotea* and *Katrina*, and wasn't passed until the Lightship by anyone else! *Rumble*'s elapsed time of 10:26:21 was good enough to correct out over the second place boat, *Rubber Ducky*, by 18 minutes. "I've always wanted to win this one," said Schwab.

After about 15 single and doublehanded Farallones Races, Bruce knew the way to go



— which once again was to head north early in anticipation of the big righthand shift. "I also had the right boat for the race," he explained. "It fits into the waves perfectly and is surprisingly dry. Plus, my new roller furling headsail arrangement worked so well I'm thinking about getting it patented. It's the only set-up I've ever seen that doesn't lose sail efficiency as you reef the sail down." (ed. note — more on this in a future issue)

Winds topped out in the 15-18 knot range out at the island, but pooped out on the way home. Struggling against a massive ebb that was felt even five miles past the Lightship, 51 boats opted to DNF the race. Fortunately for the race committee, no one stuck it out until the 6 a.m. time limit. "Despite the high at-



PAUL KAMEN

First of firsts: 'Kwazy' Wabbit wacer Colin Moore won BYC/MYCO's Kirt Brooks Memorial Trophy, aka 'Little Kirt'.

couldn't, and we were the only boat able to plane." Buzz Blackett's Express 27 *New Wave* came in third.

Another Express 27, Ron Kell's *Abigail Morgan*, was first of seconds, while *Taralynn*, George Selby-Hele's Beneteau 32s5, was first of thirds. No one was sure if a first-of-thirds beats a third-of-firsts (although four-of-a-kind still tops both). But all agree that one important class was missing, and

FINAL MIDWINTER RACE RESULTS

BYC/MYCO Midwinters

SATURDAY SERIES (4 races, 0 throwouts)

PHRF A (0-111) — 1) *Sweet Okole*, Farr 36, Dean Treadway, 6.5 points; 2) *No Kidding*, Pyramid 30+, Sue Pfluecke, 10.5; 3) *Absolute 88*, Wylie 37, Keith MacBeth, 11. (8 boats)

PHRF B (114-132) — 1) *Advantage II*, J/29, Pat & Will Benedict, 10 points; 2) *Blue Max*, Dehler 34, Jim & Diana Freeland, 11; 3) *Jombo*, Wylie Wabbit, Jon Stewart, 11.25. (8 boats)

PHRF C (135-177) — 1) *No Big Thing*, Wave-length 24, Charles Hess, 4.25 points; 2) *Ultimate*, Ultimate 20, Bryce Griffith, 9.75; 3) *Taralynn*, Beneteau 32s5, George Selby-Hele, 14. (5 boats)

PHRF D (180-204) — 1) *Wildcat*, Catalina 27, Ernie Dickson, 8.5 points; 2) *Latin Lass*, Catalina 27, Bill Chapman, 10.75; 3) *White Satin*, Catalina 27, Steve Reinhart, 12.75. (7 boats)

PHRF E (207-up) — 1) *Chaos*, Ranger 23, Tim Stapleton, 6.75 points; 2) *Madman X H20*, Santana 20, Steven Katzman, 10.75; 3) *Jubilee*, Ariel, Don Morrison, 12. (9 boats)

MELGES 24 — 1) *Quantum Libet*, David Wadbrook, 10; 2) *Smokin'*, Kevin Clark, 10.75; 3) *Holy Sheet!*, Bob Dreyer, 16.75; 4) *Mary Don't Surf*,

Eastham/Williams, 19.75; 5) *Surfeit*, Alison Dimick, 20. (9 boats)

OLSON 30 — 1) (tie) *Run Wild*, Al Holt, and *Saint Anne*, Dick Heckman, 7.5 points; 3) *Zephyros*, Cal Maritime Academy, 17; 4) *Liquid Gait*, Jack Easterday, 21; 5) *White Knuckles*, Dan Benjamin, 21. (12 boats)

EXPRESS 27 — 1) *New Wave*, Buzz Blackett, 9.75 points; 2) *Abigail Morgan*, Ron Kell, 13.75; 3) *Flying Circus*, Gene Ryley, 18.5; 4) *Frog in French*, Kame & Sally Richards, 21; 5) *Expressway*, Ross Groelz, 30; 6) *Baffett*, Baskett/Baffico, 31; 7) (tie) *Salty Hotel*, Mark Halman, and *Friday*, John Liebenberg, 35; 9) *Desperado*, Mike Bruzzzone, 41; 10) *Mirage*, Terry Cobb, 46. (26 boats)

MOORE 24 — 1) *Hot Rod Lincoln*, Charles Witcher, 4.25 points; 2) *Taz*, Erich Bauer, 14; 3) *Free Flight*, Pat Mitchell, 14.75. (7 boats)

OLSON 25 — 1) *Barking Dog*, Jeffrey Kroeber, 5.5 points; 2) *Vivace*, Bill Riess/Suzanne Statler, 13; 3) *Xurgorth*, Lee Pryor, 13.75. (7 boats)

MERIT 25 — 1) *Doctor Who*, John Drewery, 7.5 points; 2) *Double Agent*, Ron Landmann, 9.5; 3) *Chesapeake*, Jim Fair, 17. (7 boats)

J/24 — 1) *Knots*, John Notman, 12; 2) *Froglips*,



LATITUDE ARCHIVES/ROB

Bruce Schwab and 'Rumbleseat' kicked butt in this year's solo Farallones Race. Hey, wait a minute — isn't that another guy in the cockpit?

trition, everyone came home in fine spirits," said SSS commodore Shama Kota. "Altogether, it was a really beautiful day for a sail in the ocean."

All 26 finishers are listed below.

MULTIHULL — 1) *Aotea*, Antrim 40, Peter Hogg; 2) *Otra Vez*, Piver 32, David Custodio; 3) *Bad Boy*, F-31, Gary Helms; 4) *Jabberwock*, Buccaneer 35, Randy Chapman. (5 boats)

ULDB — 1) *My Rubber Ducky*, Hobie 33, Lee Garami; 2) *Kangaroo Court*, Moore 24, David Easter; 3) *Lurker*, Olson 30, Paul Martson; 4) *Pegasus XIV*, Newland 368, Dan Newland; 5)

White Knuckles, Olson 30, Dan Benjamin; 6) *Tsiris*, Olson 29, Dan Nitake; 7) *Stray Cat*, Olson 30, Pepe Parsons; 8) *Joe*, Hunter 54, Charles Beazell; 9) *Dragonsong*, Olson 30, Thomas Knowles. (16 boats)

DIV. II (0-126) — 1) *Illusion*, Cal 40, Stan Honey; 2) *Cheyenne*, Wylie 34, James Fryer; 3) *Bird*, Swede 55, David Poole; 4) *Great Fun*, Davidson 50, Stan Glaros; 5) *Grey Ghost*, Zaal 38, Doug Grant; 6) *Razzberries*, Olson 34, Bruce Nesbit. (10 boats)

DIV. III (126-168) — 1) *Rumbleseat*, 30 Square Meter, Bruce Schwab; 2) *Alert*, Wylie 36, Mike Lingsch; 3) *Chesapeake*, Merit 25, Jim Fair; 4) *Doctor Who*, Merit 25, John Drewery; 5) *Siva*, Olson 25, Cal Bar-Or. (17 boats)

DIV. IV (169-up) — No finishers. (14 boats)

NON-SPINNAKER — 1) *Katrina*, Swan 53, Bob Gallagher; 2) *Grand Slam*, Cal 29, Fred Minning. (15 boats)

OVERALL — 1) *Rumbleseat*; 2) *My Rubber Ducky*; 3) *Alert*; 4) *Kangaroo Court*; 5) *Lurker*; 6) *Katrina*; 7) *Illusion*; 8) *Pegasus XIV*; 9) *Cheyenne*; 10) *Aotea*. (77 boats)

Race Notes

Brutal regatta: "Sailing is the fifth most popular sport in the world, with 16 million sailors in the U.S. alone," claims Brut by Fabergé in announcing their sponsorship of an international five-regatta, big money series beginning with the **Brut Cup of San Francisco** (formerly the St. Francis Match Race Invitational) on April 25-30. A \$25,000 purse will be split among the top eight sailors (out of 16 invited) at the StFYC venue, with the winner getting \$7,500. All contestants will presumably at least take home bottles of cologne or aftershave ("A man can be rugged and smell good, too," continues the press release).

Expected competitors in the J/105 match racing event include **Dawn Riley**, Bertrand Pacé, Thierry Peponnet, Roy Heiner, Chris Law and Jeff Madrigali. The winners of the upcoming Spring Citibank Cup for 11:Metres and the winner of the J/24 Regionals (aka J/Fest) will also be invited, as will various to-be-decided rockstars who've been excused from further America's Cup competition. Other regattas on the Brut Tour are the Lymington Cup (England), the Brut Cup (France), the Knickerbocker Cup (New York) and the Gold Cup (Bermuda). If anyone

FINAL MIDWINTER RACE RESULTS

Stockdale/Lucas, 13.75; 3) *Casual Contact*, Don Oliver, 15.75. (10 boats)

HAWKEFARM — 1) *El Gavilan*, The Nash Family, 6.5 points; 2) *Roadhouse Blues*, Bentsen/Boschma, 13; 3) *Notorious*, James Hirano, 13.75. (6 boats)

NEWPORT 30 — 1) *Topgallant*, Frank Hinman, 10.5 points; 2) *Minfaka*, Gerry Brown, 13.75; 3) *Harry*, Dick Aronoff, 15.75. (9 boats)

SUNDAY SERIES (4 races, 0 throwouts):

PHRF I (0-138) — 1) *Smokin'*, Melges 24, Dave Oliver, 7.75 points; 2) *The Far Side*, Melges 24, R. Harf/M. Moore, 10.5; 3) *Tsiris*, Olson 29, Dan Nitake, 11.75. (11 boats)

PHRF II (141-168) — 1) *Chesapeake*, Merit 25, Jim Fair, 6.75 points; 2) *Free Flight*, Moore 24, Pat Mitchell, 9.75; 3) *Doctor Who*, Merit 25, John Drewery, 15. (9 boats)

PHRF III (171-204) — 1) *Temptation*, Cal 2-27, Rollye Wiskerson, 10 points; 2) *Latin Lass*, Catalina 27, Bill Chapman, 14.5; 3) *White Satin*, Catalina 27, Steve Reinhart, 14.75. (9 boats)

PHRF IV (207-up) — 1) (tie) *Jubilee*, Ariel, Don Morrison, and *Madman X H20*, Santana 20, Steven Katzman, 5.5 points. (5 boats)

OLSON 30 — 1) *Hoot*, Andy Macfie, 6.75 points; 2) *Run Wild*, Al Holt, 9.75; 3) *Liquid Gait*, Jack Easterday, 14. (8 boats)

EXPRESS 27 — 1) *Friday*, Express 27, John Liebenberg, 7.75 points; 2) *Baffett*, Baskett/Baffico, 8.75; 3) *Bobs*, Mike Hearn, 9.75. (8 boats)

WYLIE WABBIT — 1) *Kwazy*, Colin Moore, 7.75 points; 2) *Jombo*, Jon Stewart, 10.25; 3) *Tulawemia*, Mark Harpainter, 11. (8 boats)

OLSON 25 — 1) *Honey's Money*, Jay Aiken, 6.75 points; 2) *Vivace*, Bill Riess/Suzanne Statler, 8.5; 3) *Barking Dog*, Jeffrey Kroeber, 9.75. (6 boats)

Corinthian YC Midwinters

PHRF A (0-78) — 1) *Fever*, J/35, Tim Russell, 15 points; 2) *Frequent Flyer*, Express 37, Ted Hall, 18; 3) *Adrenaline Rush*, 11:Metre, Dinkel, etc., 20.75; 4) *Blue Dog*, 11:Metre, Tim Wells, 21; 5) *China Cloud*, J/40, Leigh Brite, 26. (16 boats)

PHRF B (79-100) — 1) *Mischief*, Soverel 33, Bill Moore, 15.5 points; 2) *Expressway*, Express 34, Mike Condon, 16; 3) *National Biscuit*, Schumacher 35, Colin Case, 19; 4) *Petard*, Farr 36, Keith Buck, 19.75; 5) *Expeditious*, Express 34, Bartz Schneider, 21. (14 boats)

PHRF C (101-145) — 1) *Surfeit*, Melges 24, Casey Woodrum, 4.25 points; 2) *Mr. Bad Example*, Express 27, Gruver/Hauser, 6.75; 3) *Fire Drill*, Tartan 10, Lambert Thom, 17; 4) *Abigail Morgan*, Express 27, Ron Kell, 18; 5) *Moonlight*, Express 27, Jim Gibbs, 19. (15 boats)

PHRF D (146-185) — 1) *Frenzy*, Moore 24, Lon Woodrum, 6.5 points; 2) *AWB*, J/24, George Peck, 10.75; 3) *Barking Dog*, O-25, Jeffrey Kroeber, 15.75; 4) *Alchemy*, O-25, Joe Kitterman, Sr., 20; 5) *Passing Wind*, O-25, Sean Torsney, 22. (18 boats)

PHRF E (186-up) — 1) *Summertime Dream*, Paleolithic 26, Spooze Foundation, 5.5 points; 2) *Amante*, Rhodes 19, Kirk Smith, 10.75; 3) *Summer Wind*, O'Day 27, James Nuss, 15. (8 boats)

KNARR — 1) *Huldra*, Jim Skaar, 7.5 points; 2) *Gannet*, Bob Thalman, 10. (5 boats)

NON-SPINNAKER — 1) *Impetus*, S/J 30, Francis Hevern, 6.5 points; 2) *Aolele IV*, Cal 20, Julian Barnett, 16.75; 3) *Tension II*, Cal 20, John Nooteboom, 19; 4) *Santa Maria*, Santana 22, Diani/Giovacchini, 23; 5) *Smogen III*, Custom 36, Julie Le Vicki, 23.75. (14 boats)

SHORTHANDED — 1) *Tiger Beetle*, Newport 33, Rob Macfarlane, 6.5 points; 2) *Honalee*,

THE RACING

wins three of the five events — which we figure is about as likely as winning the state lottery — they'll receive a **\$250,000 bonus**, the biggest jackpot ever offered in the sport.

Sale boats of the month: **Leading Lady**, the late Bob Klein's beloved red aluminum Peterson 40, has been donated to the Cal Maritime Academy. . . Speed addict **Russell Long** just ordered a new F-24 Mk. II, a racier version of the original Corsair trimaran which features a rotating mast and a daggerboard instead of a swing keel. . . **Dave Liggett**, former owner of the Islander 40 *Jackrabbit*, has ordered a new Barry Carroll-built N/M 39. We've heard he'll 'sea trial' the boat at Block Island Race Week before bringing it out to the Bay. . . Partners Brett Allen and Jeff Jacobs recently purchased **Chimera**, Express 27 hull #116. Their old boat, a Soling, is for sale. . . Rumors are flying about Hasso Plattner moving up from **Morning Glory** to an ILC 70, probably a Reichel/Pugh design built in New Zealand. Plattner apparently wants to pound his business rival Larry Ellison, whose Farr ILC 70 *Sayonara* is already under construction.

That sinking feeling: Last month, Peggy Feakes was quoted in the *Calendar* predicting that the inaugural Stockton Sailing Club vs. Monterey Peninsula YC Challenge Series "would soon rival the America's Cup." Apparently, the contestants took her literally when they gathered on March 11 for the first

race of the 3-on-3 team race weekend in 5.5s. Disaster struck at the first weather mark — **one boat was dismantled, one was holed, and another was sunk!** Talk about a 'grand slam'! Fortunately, no one was hurt, and we'll respect everyone's wishes for "a serious lack of publicity regarding the incident." The regatta will be resailed sometime in June, assuming the boats are back together and the guilty parties are out of therapy by then.

Random race results: Winners of the Monterey Peninsula YC's **Perry Cup**, an 18-race midwinter series for Mercuries, were: 1) *Pacer*, Pax Davis, 37.5 points; 2) *Vandal*, Tracy Usher, 39; 3) *Terminator*, Doug Baird, 64.5; 4) *Christmas Pudding*, Jack McAleer, 66.5; 5) *Trilogy*, Steve Kraft, 71.75 (16 boats). . . The 9-race **SORC** in Florida saw small boats dominate the two IMS classes, while *Corum Watches* won the 14-boat Mumm 36 class over *No Problem*. The new N/M ILC 46 *Titan* won IMS-I, followed by the N/M 45 *Idler* and the Farr 50 *Full Cry*. The IMX 38 *Smoke* won IMS-II over the Farr 43 *Flash Gordon II*, winning overall honors in the process.

Yankees, pigs, no problems: Following the SORC, the U.S. **Admiral's Cup** team was announced. To no one's surprise, the team will consist of Satoshi Utsumi's Mumm 36 *No Problem* (with Jim Brady steering), David Clarke's still-building Farr ILC 40 *The Year of the Pig* (Ken Read) and Bob Towse's

Farr 47 *Blue Yankee* (Steve Benjamin). The regatta, slated for the first two weeks of August in Cowes, England, will feature one design racing in Mumm 36s, level racing in ILC 40s and IMS racing in boats 44-50 feet long. Expectations are high for an American victory.

Soggy road trip: 40 intrepid sailors from Northern California attended the windy Los Angeles YC-hosted **Laser Midwinters West** in early February. Getting to and from the rainy regatta was an adventure in itself — there were 40 knot headwinds on I-5 going down, and then sections of the road were washed out on the way home! Undaunted by the atrocious weather, Alex Camet of San Diego took the 126-boat Laser class by 4.75 points over Stanford sailing coach **Steve Bourdow**. For their efforts, both Camet and Bourdow earned berths at the upcoming '95 Worlds in Spain. Other top NorCal finishers in the Laser Gold Fleet (top half) were Matt McQueen (24), Andrew Holdsworth (26) and Patrick 'The Ol' Man' Andreasen (28). Other notable finishes were turned in by Charles Meade (second in the Silver Fleet), the Cling/Chatham team (fourth in Laser IIs) and Stephanie Hilborn (9th in Radials).

Midwinter MVP: Our vote for the best performance in this year's midwinter racing

FINAL MIDWINTER RACE RESULTS

Rozinante, The Millers, 10.75; 3) *Peregrine*, Yankee 30, Mike Hockin, 13.75. (10 boats)

MULTIHULL — 1) *Aotea*, Antrim 40, Peter Hogg, 4.25 points; 2) *Bad Boy*, F-31, Gunter Shlicht, 13; 3) *Wingit*, F-27, Ray Wells, 14.75. (6 boats)
/ (4 races, 0 throwouts)

Encinal YC Jack Frost Series

CLASS A (0-90) — 1) *Spellbound*, Olson 40, Lou Fox, 3.25 points; 2) *Gandy Dancer*, SC 40, Gary Hausler, 7; 3) *Bang*, N/M 41, Max Gordon, 9.75. (10 boats)

CLASS B (93-120) — 1) *Full Contact Golf*, J/80, Wyllys Baird, 5.75 points; 2) *Breakout*, Santana 35, Les Raos, 12; 3) *Mad Hatter*, Wylie 34, Rich Fisher & Peg Hickman, 14.75. (3 boats)

CLASS C (ULDB) — 1) *Sonic 1*, Sonic 30, Chris Corlett, 3 points; 2) *Bloom County*, Mancebo 31, Carl & Mark Ondry, 6.75; 3) *Picante*, Olson 25, Ev Lester, 16. (10 boats)

CLASS D (123-159) — 1) *Insufferable*, N/M 30, Peter Rookard, 5.25 points; 2) *Rumbleseat*, 30 Square Meter, Bruce Schwab, 11.75; 3) *Screamer*, Capo 30 mod., Dick Horn, 14. (13 boats)

CLASS E (160-190) — 1) *Grand Slam*, Cal 29, Fred Minning, 8.5 points; 2) *Snow Goose*, Santana 30, Ted Mattson, 11.75; 3) *Eclipse*, Hawkfarm, Fred Hoffman, 13.75; 4) *Chesapeake*, Merit 25, Jim Fair, 15; 5) *Lelo Too*, Tartan 30, Emile Carles, 19.75. (21 boats)

CLASS G (191-up) — 1) *White Satin*, Catalina 27, Steve Reinhart, 3 points; 2) *Latin Lass*, Catalina 27, Bill Chapman, 11; 3) *My Toy*, Ranger 26, David Adams, 12. (11 boats)

CLASS H (non-spinnaker) — 1) *Wianno*, Catalina 42, John Sullivan, 6.5 points; 2) *Amigos*, Cal 20, Jack Navarra, 6.5; 3) *Hobbess*, Nonsuch 33, John Adams, 8.75. (9 boats)

CLASS J (multihull) — 1) *Bad Boy*, F-31, Gary Helms, 10.5 points. (3 boats)

CATALINA 34 (non-spinnaker) — 1) *Wind Dragon*, Dave Davis, 4.25 points; 2) *Allegro*, John Lambert, 7.5; 3) *Orion's Way*, James Kennemore, 11. (7 boats)

CATALINA 30 — 1) *Mona Too*, David Halaby, 6.5 points; 2) *Trey Shay*, John Jacobs, 8; 3) *Lochan Ora*, Paul Harwood, 12.75. (9 boats)

THUNDERBIRD — 1) *Alien Nation*, Jim Glosli, 3 points; 2) *Crazy Jane*, Doug Carroll, 8.75. (5 boats)

COLUMBIA CHALLENGER — 1) *Runaground Sue*, James Van Blarigan, 6.5 points; 2) *Shay*, Dean Briggs, 8.5; 3) *Gunga Din*, Jan Crygier, 12. (6 boats)

SANTANA 22 — 1) *US 99*, Bob Barksdale, 5 points; 2) *Riffraff*, Erik Menzel, 7.75; 3) *Carlos*, Robert Ward, 10. (8 boats)
(5 races, 1 throwout)

Golden Gate YC Midwinters

PHRF I (0-73) — 1) *Dolphin Dance*, SC 50, Dave Sallows, 20.5 points; 2) *Equanimity*, J/35, Randy & Patsy Paul, 21.75; 3) *Jarlen*, J/35, Bob Bloom, 22; 4) *Re-Quest*, Express 37, Glenn Isaacson, 29; 5) (tie) *Zamazaan*, Farr 52, Chuck Weghorn, and *Spirit*, Express 37, Andy Rothman, 34. (24 boats)

PHRF II (74-99) — 1) *Yucca*, 8 Meter, Hank Easom, 7.25 points; 2) *Limelight*, J/105, Harry Blake, 17; 3) *My Rubber Ducky*, Hobie 33, Lee Garami, 19.75; 4) *Expeditious*, Express 34, Bartz Schneider, 20; 5) *Jose Cuervo*, J/105, Sam Hock, 28. (13 boats)

PHRF III (100-152) — 1) *Moonshine*, Dog Patch 26, Steinberg/Erkelens, 14.5 points; 2) *Baffett*, Express 27, Basket/Baffico, 15.75; 3) *Wild Flower*, Santana 35, Art Mowry, 18.75; 4) *Take Five*,

goes to **Hank Easom**, one of the Bay's most versatile gray foxes. Hank sailed in three series with the following results: first overall in the Golden Gate YC Midwinters with his beautiful 8-Meter Yucca, first overall in the El Toro, Sr. division of Richmond YC's Small Boat Midwinters, and first in class at the Corinthian YC Midwinters as tactician on the Soverel 33 *Mischief*. "The El Toro racing was the most fun," claimed Hank. "It's a great group of guys, and you can't beat the bang for the buck!" He was also happy to win his second **GGYC Seaweed Soup Trophy**, which he accomplished with buddies Charlie Mohn, Al Blair, Bill Moore, Dave Gruver, Joe Amigone, Lawrence Pulgram, Anne Toschi and Tony Guzzardo.

More race results: RYC junior sailor Whitney Gilmour sailed the J/24 *Oops!* to victory in SFYC's all-female **Anne Shellabarger Perpetual Race** over *Re-Quest* (Express 37, Liz Baylis), *TNT* (Cal 29, Diane Siegel) and two other boats. Crewing for Whitney were Vicki Sodaro (boat owner/foredeck/den mother), Jessica Pohl, Kate O'Leary, Mary Lavine and Ericka Marson. . . . Paul Foerster of Dallas took the gold medal in the J/24 match racing competition at the **Pan Am Games** in Mar del Plata, Argentina on March 14-18. Americans took lesser alloys in six of the other nine classes.



When not winning races, Hank Easom spent the winter painstakingly restoring *Etchells* #122. "It'll be for sale any day!" he said.

. . . Craig Lee's Thistle team won the first **Lake Washington SC Sea & Ski Regatta** over four teams on March 11-12. Wade Behling's Thistle team was second in the fun-filled weekend event, which involved downhill skiing at Soda Springs, nordic skiing at

Royal Gorge and sailing on Folsom Lake.

Opportunity knocks: "We're trying to get **high school sailing** organized in the Bay Area," claimed Maureen Ford, the new head of junior sailing at San Francisco YC. "We've got a long way to go to catch up to Southern California!" Towards this goal, coordinator Ford and coaches Scott Sellers, Bart Hackworth, Aimee Hess, Casey Woodrum and Liz Baylis are now offering two after-school practice venues to kids in grades 8-12 ('serious' 7th graders may be accepted also). Weekly sessions are now underway through June at SFYC on Wednesdays, 4-7:30 p.m., and will soon start at Encinal YC on Tuesday and/or Thursday. Instruction is in FJs; 'tuition' is \$100, but scholarships are available. Call Maureen at 435-9525 about the SFYC program; Jack McKenzie, (510) 938-9616, is the Encinal YC contact.

Collegiate update: The latest coed rankings, now available on the Internet every two weeks, have Navy in first, followed by St. Mary's and Tufts. Collegiate teams in the top 20 are: 7) **Stanford** (down from sixth last time); 9) **Hawaii** (rebounding after losing Morgan Larson and John Myrdal, thanks in part to Monterey Bay sailor Patrick Whitmarsh); 11) **Berkeley** (on the way up since moving their practice site to Encinal YC); 12) **UC Irvine** (slumping); and 17) **USC**. The women's rankings have the mighty Navy team on top, with Stanford second (exactly how they finished at the important Navy

FINAL MIDWINTER RACE RESULTS

Santana 35, Paul & Lauren Sinz, 20; 5) **Hot Flash**, J/30, George Kokalis, 21. (18 boats)

PHRF IV (153-197) — 1) **Summertime Dream**, Jurassic 26, Spooze Foundation, 11.75 points; 2) **No Big Thing**, Wavelength 24, Charlie Hess, 12.75; 3) **Xarifa**, IOD, Paul Manning, 25.75; 4) **Undine**, IOD, Adam Wheeler, 28; 5) **Boog-a-Lo**, Cal 29, Nancy Rogers, 31. (16 boats)

PHRF V (198-up) — 1) **Dulcinea**, Coronado 25, John Slivka, 2.75 points; 2) **Crazy Jane**, Thunderbird, Doug Carroll, 3.75; 3) **Toots**, Thunderbird, Michael Willin, 8; 4) (tie) **Shazam!**, Santana 22, Bud Sandkulla, and **Jambalaya**, Ranger 26, Ruben Becker, 13. (14 boats)

KNARR — 1) **Cardinal Sagehen**, Doug Hansen, 2.75 points; 2) **Penelope**, Bob Devlin, 4.75; 3) (tie) **Wood Pigeon**, Johnson/Ward, and **Flyer**, Chris Kelly, 8. (6 boats)

FOLKBOAT — 1) **Polperro**, Peter & Susie Jeal, 1.5 points; 2) **Freja**, Ed Welch, 4; 3) **Ludger**, Rich Haslach, 7. (4 boats)

BEAR — 1) **Chance**, Glenn Treser, 2.75 points; 2) **Trigger**, Scott Cauchois, 6.75; 3) **Goldilocks**, Bob McComb, 7. (7 boats)

SEAWEEED SOUP TROPHY (overall) — 1) **Yucca**,

2) **Polperro**; 3) **Summertime Dream**. (4 races for most classes; weighted average scoring)

Oakland YC Brunch Series

DIV. A — 1) **Insufferable**, N/M 30, Peter Rookard, 14.75 points; 2) **Full-Out**, Merit 25, Steve Zevanove, 23.75; 3) **Logical Switch**, Express 37, Fred & Pam Joyce, 32.75; 4) **Jabiru**, J/35, Pablo Marquez, 37.75; 5) **Cachalote**, Merit 25, Rob Magoon, 47. (18 boats)

DIV. B — 1) **Lelo Too**, Tartan 30, Emile Carles, 10.5 points; 2) **Snow Goose**, Santana 30, Ted Mattson, 18.75; 3) **Irish Lady**, Cat. 30, Denis Mahoney, 37; 4) **White Satin**, Cat. 27, Steve Reinhart, 46; 5) **Lyric**, Thunderbird, Jim Newport, 46. (15 boats)

(9 races; 1 throwout)

Lake Merritt Sailing Club

Edna Robinson Memorial Midwinters

EL TORO, SR. — 1) Jim Warfield, 102.5 points; 2) Tom Burden, 83.25; 3) Ron Locke, 73.25; 4) Walt Andrews, 72; 5) Frank Healy, 51. (14 boats)

EL TORO, JR. — 1) Tim Armstrong, 20.5 points; 2) Alex Buddington, 20. (3 boats)

BYTE — 1) Judy Yamaguchi, 30.5 points; 2) Gene

Harris, 27; 3) Tony Johnson, 21.25. (5 boats)

FLYING DUTCHMAN JUNIOR — 1) Allan Wyckoff, 6.5 points. (2 boats)

HOLDER 12 — 1) Del Locke, 28.75 points; 2) Jim Kearney, 19. (3 boats)

JY-15 — 1) Dan Ouellet, 40.75 points; 2) Brad Worsham, 21.5; 3) Andy Keane, 18. (6 boats)

LIDO 14 — 1) Joe Davis, 31.5 points; 2) (tie) Joe Doering and Doug Hamilton, 30.25. (5 boats)

SNIPER — 1) Vince Casalaina, 17 points; 2) Ma Nichols, 9.75. (3 boats)

(8 races; no throwouts)

Richmond YC

Small Boat Midwinters

EL TORO, SR. — 1) Hank Easom; 2) Jim Warfield; 3) George Morris; 4) Vaughn Siefers; 5) Will Paxton; 6) Tom Burden; 7) John Amen. (33 boats)

EL TORO, JR. — 1) Nick Nash; 2) Rusty Canada; 3) Alex Buddington; 4) Katie Clausen; 5) Joey Pasquali; 6) Laurel Snetsinger; 7) Evan Diola. (25 boats)

JESTER — 1) Chris Watts; 2) Alan Wirtanen; 3) Dennis Bassano. (6 boats)

BYTE — 1) Jessica Amen; 2) Judy Yamaguchi; 3) Tony Johnson. (10 boats)

THE RACING SHEET

Women's Intersectional on March 11-12).

The Nautical Cardinal is still on top of its match racing game, winning their **Stanford Team Race Intersectional** on March 4-5 over an 11-team field (nine of whom are nationally ranked). Led by star senior Charles Meade, Stanford put together a 13-3 record, to beat St. Mary's (12-4), Old Dominion (9-7), Navy (9-7) and Berkeley (7-3). The team racing and dinghy nationals will be hosted by USC on Alamitos Bay between May 30-June 4, while the women's nationals will be hosted by San Diego State on May 26-28.

Mumm-a-mia! Lager Yachts recently picked up the dealership on the hot new Barry Carroll-built **Mumm 30**. "This is a 'market driven' boat," claims Greg Jampolsky of Lager's Sausalito office. "There was a ton of demand for it, and Bruce Farr has responded to it. There are 21 Mumm 30s ordered already — and there's not even a decent sales brochure out on the boat yet!" With the same pedigree as the Mumm 36 (Farr, Carroll, RORC) at half the price (\$75,000 base), the boat's bound to be a big hit. Plans for an international one design class riding on the shirt-tails of the Mumm 36 are already in the works. Lager Yachts has ordered hulls #14 and #15 for a mid-summer delivery — Jampolsky and his sidekick, Don Jesberg, plan to campaign one for awhile before selling it. Lager Yachts is also now the dealer for three other Carroll Marine IMS rocketships — the Nelson/Marek design-

<u>Yacht</u>	<u>Type</u>	<u>Class</u>	<u>Owner</u>	<u>Homeport</u>
<i>Air Stripper</i>	J/35	PHRF	Ralph Schmitt	Thousand Oaks, CA
<i>Aotea</i>	Antrim 40	Multihull	Peter Hogg	Mill Valley, CA
<i>Black Jack</i>	MacGregor 65	Doublehanded	John Townsend	Campbell, CA
<i>Cheval</i>	N/M 70	Sled (turbo)	Hai Ward	Costa Mesa, CA
<i>Daddaboa</i>	Beneteau 510	PHRF	George Bailey	Sausalito, CA
<i>Final Approach</i>	60'	PHRF	D.J. Johnson	Honolulu, HI
<i>Hatsu</i>	Holland 60+	PHRF	M. Deura/M. Kusaka	Anaheim Hills, CA
<i>Irrational</i>	Peterson 41	Doublehanded	Mark Brewer	Kapaa, HI
<i>Kiwi Sanctuary</i>	Hobie 33	Doublehanded	Graham Dawson	Ventura, CA
<i>Lakota</i>	60' tri	Multihull	Steve Fossett	Chicago, IL
<i>Mach 1</i>	Hunter 54	PHRF	Richard Mulvania	Huntington Bch, CA
<i>Merlin</i>	Lee 66	Sled (turbo)	Dan Sinclair	Vancouver, BC
<i>Mirage</i>	SC 70	Sled	Jim Ryley	Saratoga, CA
<i>Opua Li'i</i>	Hunter 54	PHRF	Andrew Nickles	Lihue, HI
<i>Pressure Cooker</i>	SC 52	PHRF	Jeff Chandler	Carlsbad, CA
<i>Punk Dolphin</i>	Wylie 39	Doublehanded	Jonathan Livingston	Pt. Richmond, CA
<i>Pyewacket</i>	SC 70	Sled (turbo)	Roy Disney	Burbank, CA
<i>Solution</i>	SC 40	PHRF	Fred Hibberd	Jackson, WY
<i>Sticky Fingers</i>	Whitbread 30	PHRF	John Williams	Sausalito, CA
<i>Sayonara</i>	Farr 70	ILC 70	Larry Ellison	Woodside, CA

*Paid-up entries as of March 24th

ed 39, 43 and 46.

Opening the Barn Door: Two months before their June 1 entry deadline, the 'new' **TransPac** has already attracted a sizeable fleet (see box of earlybirds). "We're communicating with about two dozen more boats that are going, and realistically expect a 45 or 50 boat fleet," claimed entry chairman Sandy Martin, who can be reached at (310) 608-3401. The 2,216-mile sprint for Diamond Head will feature a staggered start over four or five days beginning on June 28. Some of the higher profile programs that are expected to slip the check in the mail soon

include *Windquest*, *Stealth Chicken*, *America's Challenge* (ex-Yamaha), *Trader*, *Evolution*, *Persuasion*, *Kathmandu*, *Medicine Man*, *Rage* and *Morning Glory*.

Speaking of distance races, last month we mentioned that there are three coastal races to choose from this summer — but not the ones we listed. Turns out the **Santa Cruz to Santa Barbara Race** has opted for an every other year format, so that event won't be held again until '96. But, we neglected to mention another coastal race, Oakland YC's 90-mile **Boreas Race** on July 1. It goes from the Cityfront to Moss Landing, and is a great way to kick off a Fourth of July cruise to the Monterey Bay area. The other two coastal races are MYCO's revived Catalina Race (June 17) and the biggie, Encinal YC's Coastal Cup to Santa Barbara (July 2). Make sure you do at least one!

Last but not least: Winners of the lightly-attended (16 boats) **Sausalito Cruising Club Midwinters** were: Div. I — *Perezoso* (Excalibur 26, Denny Sargent); Div. II — *Lone Star* (Serendipity 43, Dave & Jane Reed); Div. III — *Escape* (Ranger 23, Tim Russell). . . San Francisco YC's **Tune-Up Regatta** on March 25-26 likewise attracted an intimate fleet. Les Raos's *Breakout* won the Tuna 35 class (4 boats), while Jim Cascino's *Jest* was the top J/105 (6 boats). . . Rob Schuyler and Roger Sturgeon drove their *Hanalei Express* to victory in the **Santa Cruz 27 Match Race Series** on the same weekend. Second in the 8-boat field was Gary Evans' *Good Timin'*; third went to Greg Miller's beautiful 'new' *Jersey Girl* (hull #2) in her debut.

A final note: **Ignore the tide book** for the next few months. Where it says 'flood' it means 'less ebb'; where it says 'ebb' it means 'lots and lots and lots of ebb'. You've been warned.

FINAL MIDWINTER RACE RESULTS

LASER — 1) Matt McQueen; 2) Will Benedict; 3) Bart Harris; 4) Daniel Malpas, Jr.; 5) Gerry Swinton. (35 boats)

LASER II — 1) Maria & Katherine Kuzina; 2) LeeAnn Need & Simon Bell; 3) Chris Sanford. (7 boats)

INTERNATIONAL CANOE — 1) A. Petersson; 2) Bruce Bradfute; 3) Fran DeFaymoreau. (6 boats)

THISTLE — 1) Craig Lee; 2) Eric Stoetling; 3) Kris Vogel song. (7 boats)

505 — 1) Chris Klein & John Paulling; 2) Paul Kerner & Bruce Tilley; 3) Craig Collins & Ken Richards. (9 boats)

INTERNATIONAL 14 — 1) Jim Maloney; 2) David Klipfel; 3) Kurt Schmidt. (15 boats)

SNIPER — 1) Vince Casalaina; 2) Doug Howson; 3) Dave Whitmore. (16 boats)

WABBIT — 1) Bill Partridge; 2) Mark Harpenter; 3) Jon Stewart. (10 boats)

MULTIHULL — 1) George Pedrick; 2) Brad Cameron; 3) Kent Bliven. (13 boats)

PORTSMOUTH — 1) Bruce Powell; 2) Mike Molina; 3) J. Davis. (29 boats)
(number of races and throwouts varies)

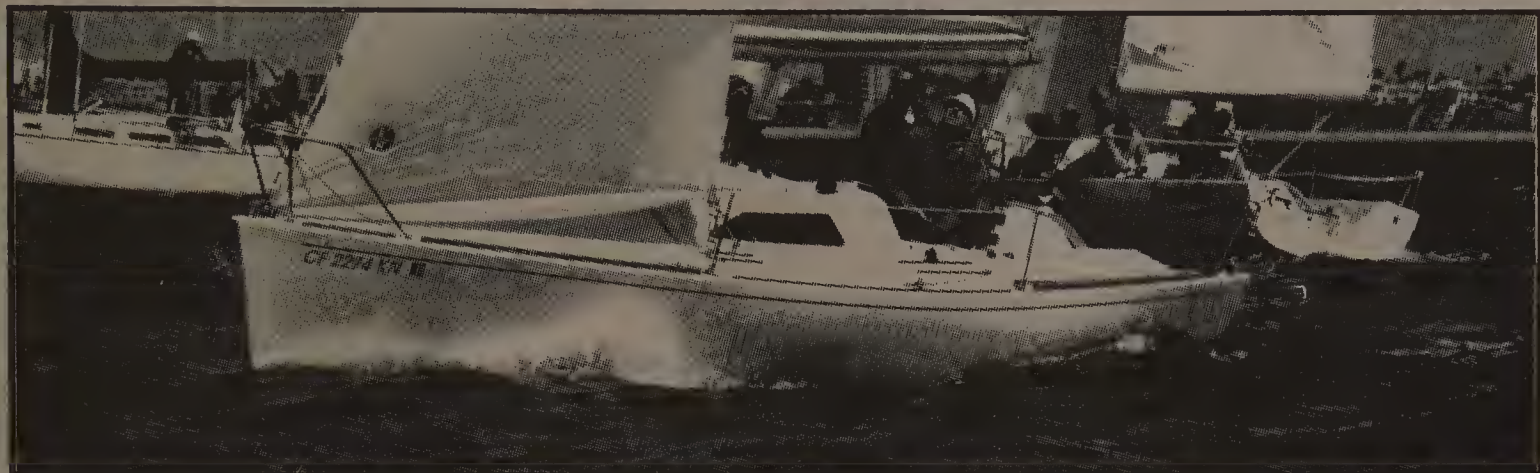
Santa Cruz YC Midwinters

DIV. I (all boats) — 1) *Special Edition*, Wilderness 30, Eric Sultan, 4.25 points; 2) *Great Pumpkin*, Moore 24, Jim Maloney, 5.5; 3) *Flying Squirrel*, SC 33, Jack Gordon, 14; 4) *Hanalei Express*, SC 27, Sturgeon/Schuyler, 22; 5) *Snafu-U*, Moore 24, Mark Berryman, 25; 6) *Summertime*, Moore 24, Bobbo & Janey Larson, 29; 7) *War Stories*, Moore 24, Royce Fletcher, 20; 8) *Gandalf*, Santana 35, Carl Quitzau, 36; 9) *Double Trouble*, Moore 24, Sydnie Moore, 40; 10) *Capital Affair*, Olson 30, Bill Host, 41. (28 boats)
(5 races; 1 throwout)

Sausalito YC Midwinters

SPINNAKER — 1) *Absolute 88*, Wylie 37, Keith MacBeth; 2) *Topper*, Moore 24, Rich Korman; 3) *Razzberries*, Olson 34, The Nesbits. (14 boats)
NON-SPINNAKER — 1) *Sabra*, WylieCat 39, Michael Katz; 2) *Roeboat*, Cat. 30, Rod Decker; 3) *Suncatcher*, Nonsuch 22, S. Bushmaker. (17 boats)
SHORTHANDED — 1) *Aotea*, Antrim 40, Peter Hogg. (2 boats)
(3 races, 1 throwout)

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CHANGES

With reports this month on a curious liveaboard death on **Rolling Stone** in St. John, U.S. Virgin Islands; from **Points Beyond** on yet another 'babe besieging'; from **Victoria** on the unspoiled cruising to be enjoyed in Papua New Guinea; from **Seaweed** on the resurrection of one man's cruising dreams; from **Avventura** on the antics of Vestal Virgins wannabees in the Sea of Cortez; from **Southbound** on the judiciousness of slamming into ugly seas; from **Pyawacket** on a wonder product from Singapore; from **Inshallah's** feline on cruising care for cats; from **Scottish Mist** on the multinational delights of cruising; and all the **Cruise Notes** there's room to print.

Murder Was Not The Charge

John W. Greer

Sad News From St. John
(Sacramento)

I recently returned from five weeks in St. Thomas aboard a yacht at Charlotte Amalie's Yacht Haven Marina. The violence on that island came as an unwelcome surprise. On January 1, the local newspaper used the front page to run photographs of the 36 murder victims in the U.S. Virgin Islands for the year 1994. Only one of them was white: a gentleman who'd been robbed and shot last summer at the Ramada Hotel — which is in front of Yacht Haven and around the corner from the cruise ship dock.

During my stay on the boat in Yacht Haven, I'd lie on deck in the evening and listen to the nightly fusillade. Once there was an exchange of about 50 shots from three different weapons. Another night, seven police with drawn pistols persuaded a man hiding at the water's edge to give himself up. For a while it looked like there might be a real shootout.

Recently the police arrested two men accused of murdering a U.S. Navy sailor who had been on leave in St. Thomas in 1993. As a result of that murder, the Navy dropped St. Thomas as an R&R port. It has cost the island millions of needed dollars.

Some *Latitude* readers might have also heard that a sailor was murdered aboard his

Step outside St. Thomas' Yacht Haven Marina at night and you put yourself at risk. During the day, however, it and most of St. Thomas are safe.

sailboat New Year's Day while anchored at St. John, U.S. Virgins. The victim, 42-year-old Ken Childes of New Hampshire, was living aboard his 32-foot boat *Rolling Stone* in Coral Bay on the east side of St. John. The police originally ruled that he'd suffered a heart attack and had accidentally drowned.

At the time of his death, I was living aboard *Anything Goes* in St. Thomas with two of Childes' close friends. They were convinced that there was no way he could have fallen off his boat and drowned. The three of us were finally able to show the police enough details they had missed to change the cause of death to homicide.

Our sleuthing provided the police with the name of a *white* suspect, so that an all points bulletin has been issued for the person's arrest. Since the suspect hasn't been apprehended yet, I can't be more specific as to the details — except to say that Ken was robbed and murdered so someone could get money to buy drugs.

By the way, dusting for fingerprints is not done in the Virgin Islands, and body specimens must be sent to the mainland for toxicology reports. The autopsy was delayed a week because the coroner was on vacation.

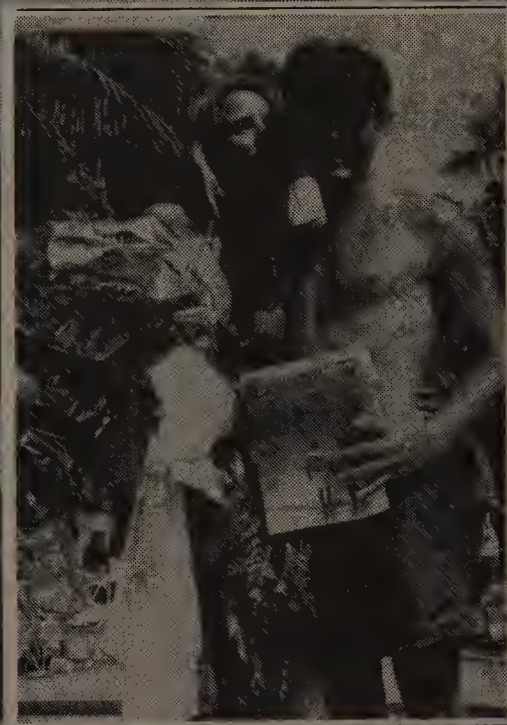
When the murder occurred, I was at the End of the Year Party at Foxy's on Jost van Dyke in the British Virgins with the likes of Donald Trump. What a party! But that's another story.

— john greer 2/95

John — It's true that there's a dreadful amount of violence in the U.S. — not the British — Virgin Islands. As usual, the overwhelming number of cases are black on black violence in drug, robbery and gang-related situations. According to our sources at the Virgin Islands Daily News, however, at least three of the 36 murder victims in the Virgin Islands last year were white.

For those who are keeping score, most of the murders — 21 — occurred on St. Thomas, with another 11 on St. John. The number of murders occurring in the Virgin Islands is actually down about 10% from the high in 1991.

With the high murder rate, why would any cruisers, charterers or cruise ship passengers



ALL PHOTOS ALISA PROCTOR MULLINS

set foot there? Because it's a U.S. part of the Caribbean; has excellent marine supplies and services; and because it has direct air service to Miami and other stateside destinations. But most important, because the tourist areas are relatively safe during daylight hours, as are boats at night. If it wasn't, there surely wouldn't still be as many as 13 cruise ships a day calling at Charlotte Amalie, or the hundreds of crewed and bareboat charterboats based there.

While St. John — which is also in the U.S. Virgins — is safer and more beautiful, there are not as many people or boats because it doesn't have the supplies, services and employment opportunities. But as your information on the death of Ken Childes would suggest, no place is safe as long as some pitiful creature — white, brown, black or purple — is trying to scrape together enough cash to get high.

One correction: According to the latest report in the Daily News, the police still consider Childes' death to have been a result of his falling overboard and drowning.



LATITUDE 38/RICHARD



**Points Beyond — Shannon 38
Devan & Alisa Proctor Mullins
The Real Danger of Cruising
(Stockton)**

You last heard from us in the February 1994 issue. Alisa and I had stopped in San Diego on our way from the Bay Area to Florida via the Panama Canal aboard our Shannon 38 *Points Beyond*. After the unfortunate 'babe boarding party' incident in San Diego, I was extra careful to watch out for unauthorized intruders during our trip to Florida.

We had a fantastic cruise through Mexico and really enjoyed the people we met and places we stopped. Hello to Geves and Jane on *Resolve*, and please forward our regards to Steve and Tina on *Another Horizon*. We hit the normal stops down the coast. Z-town really is a blast, and it's there we met Kay,

These girls just want to have fun — even if an overwhelmed Devan is looking for nothing more than a pleasant read about his favorite pastime.

K.C., Big O and her owner. That uptight Wanderer guy *really* needs a vacation!

It was also in Z-town we met our special friends: Ron and Rebecca from *Arabesque* and Tim and Katie from *Caribbee*. We managed to tow *Arabesque* to Puerto Madero when their engine died in the middle of the Gulf of Tehuantepec. We might *still* be friends with them if they hadn't taught our dog Chloe to eat 'people food'. We'll forgive all if their spoiled rotten bitch Phoebe will drop Chloe a line.

We managed to make it through the Papagayos with *Tan-Tar-A* and *Gitano*, and had a brief stop in Costa Rica. Panama and

the Canal were great experiences for us, and we passed from sea to sea with *Shadowdancer*. After a stop at the San Blas Islands, we went north to Columbia's Isla Providencia. Loved it! From there we sailed downhill to Roatan, Honduras, where the scuba diving was most excellent. We sailed 20 miles south to Cayos Cochinos and climbed the light tower at the top of the island for *the* most spectacular view of our lives. Wooooooooow!

From there it was downwind to Guatemala's Rio Dulce, where we could easily lose ourselves for a couple of years. Every gentle breezy afternoon by the pool at Mario's Marina was 'Dove Bar Time'. Yummmmm. Our inland trip showed us the wonders of that beautiful country. While in Guatemala we also picked up a new 15 hp Evinrude for our 9-ft Whaler because they are \$600 cheaper than in the States. Yippee! We regretfully headed north for Key West at the end of June '94, avoiding hurricane *Alberto* and stopping to help a grounded Shannon 28 sistership named

CHANGES

Julani on the way in to Key West. And that's when the trouble began.

Apparently word got out after our incident with the 'babe boarding party' in San Diego, because despite enormous precautions, I was again besieged by nearly naked young women. This time they were participants in the Hawaiian Tropic Bikini contest. As you can see from the enclosed photos, these women seem to be attracted to cruisers. Luckily, I was once again rescued by my dear wife Alisa. Just in time too. Who knows what might have happened!

Upon further discussion and intense counseling — Alisa is, after all, a counselor — we decided it must be *Latitude* that's been attracting these women. I was carrying a copy of *Latitude* when mobbed at Key West; similarly, we'd had *Latitude* aboard when our boat was overrun in San Diego. So while we can't say enough good things about cruising, we thought *Latitude* readers should be warned that carrying copies can get you into *real* trouble.

P.S. from Alisa: In the interest of being politically correct, and in fairness to the readers of *Latitude*, people should know that not every cruising port is full of dangerously pretty women. Having seen enough pictures of scantily clad women in the pages of *Latitude*, it's time to balance out the scales. Please check out *Points Beyond's* new inclinometer — which also doubles as a sunburn indicator!

— devan and alisa 2/95

Alisa — We can't believe you're seriously suggesting that some person would actually like to look at some guy's bare butt. Phew!

Match the gal with the gig: Which of the three women below is the respected counselor from Stockton? The woman on the left, with the 'Points Beyond' business card tucked inside her, ah, 'breast pocket'? The woman on the right with #22 on her thigh? Or the woman in the center, with the knowing smile on her face? Bonus question, whose smile will be as luminous 10 years from now?



But just to prove how incredibly open-minded we are, if we can find a little room near the end of Changes, we might try and slip the photo into Cruise Notes.

Victoria — N/A Jeff & Freda Thompson Papua New Guinea (California)

We've been in Papua New Guinea and the Solomon Islands for the last six months — and have been enjoying some of the best times of our cruise.

Our first stop after leaving Australia was the Louisiades Archipelago of Papua New Guinea. We stayed in the Louisiades for five weeks and enjoyed our first 'Zero Dollar Month' here. Most cruisers aim for 'Zero Dollar Days' or weeks — in which you don't spend any money for that period of time. But in the Louisiades we were able to do it by the month!

The people of this archipelago are very poor compared to the people of all the other South Pacific areas we've visited. For example, we only saw three outboards in the island group. You see grass skirts and topless ladies in the Louisiades, but not for tourism. It's because the women don't have anything else to wear. For inquiring minds, a grass skirt lasts about a month before a new one needs to be made.

Sailing canoes with lateen rigs are the normal means of transportation in the Louisiades. Money isn't used much, as there are very few stores and people prefer to trade for things. We traded vegetable seeds, used sails, and various items of clothing for papayas, pumpkins, crayfish, tomatoes and

shells — including a few nautilus shells.

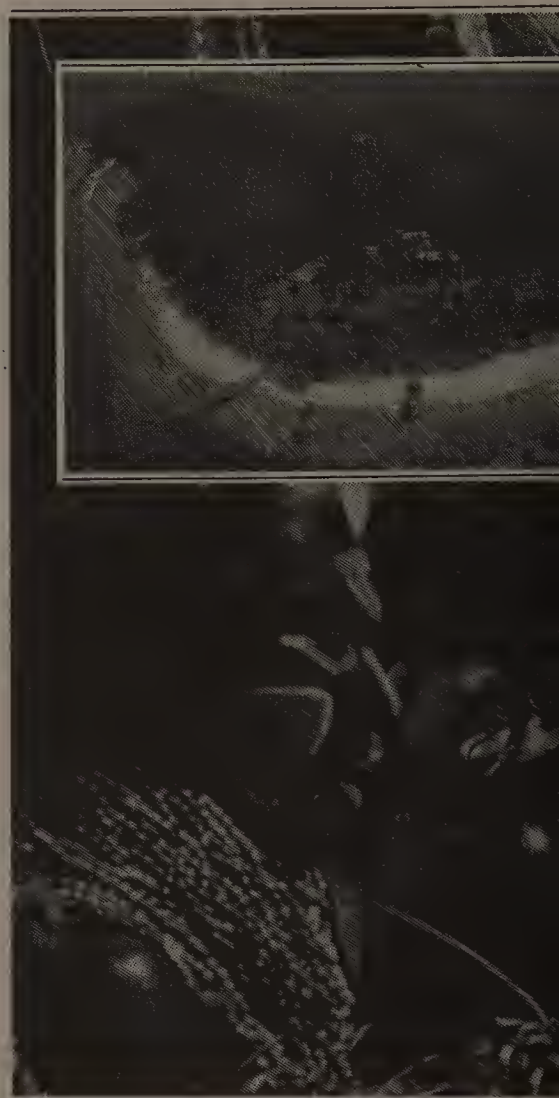
We then spent seven great weeks in the Western Province of the Solomon Islands. Most boats don't cruise in this end of the Solomons, so they are not very well known. The islands are more fertile than the Louisiades and get more rain. Life is both better and easier in this part of the Solomons, and you see more outboards and better clothes.

The Solomon Islands are justifiably well known for their World War II sites such as Guadalcanal, Iron Bottom Sound, and The Slot. There are planes, ships, runways, guns and tanks everywhere. Gizo is where JFK's PT-109 was rammed and sunk by a Japanese destroyer.

We stopped for a week at the delightful village of Dovel on Vella LaVella Island. Freda and the kids took a local canoe to the nearby volcanic area to see the megapod birds which — like turtles — bury their eggs in the warm dirt.

On Sterling Island — one of the Treasury Islands in the northwestern Solomons — there must have been a pile of 20,000 Coca Cola bottles from 1944. While on Sterling we visited a church on Sunday to hear the beautiful singing — and were unlucky enough to have picked the month's long session: 2½ hours!

In the Shortland Islands — a short distance to the northeast — we spent hours snorkeling among five World War II





WOLFGANG MOZART

No, it's not a still from the latest MTV video, but a genuine 'sing-sing' in Papua New Guinea. (Inset), One of many little islands in the region.

airplanes. One Japanese single engine seaplane bomber is in particularly good condition, still resting on its floats and struts. A four-engine Japanese flying boat bomber with an overhead wing and struts lies nearby. The Shortland Islands are renowned for their beautiful carvings. Although the locals no longer trade them for trinkets, smaller ones can sometimes be had for reasonable prices. Some of the larger carvings were traded for outboard engines or as many as three or four solar panels.

We returned to Papua New Guinea's Bismarck Archipelago, which includes both New Ireland and New Britain. You know the Jimmy Buffet song *Where You Gonna Go When The Volcano Blows*? Well, we were in Rabaul when — with just four hours warning — the nearby volcano blew. We'd been anchored off the yacht club when a guy came out at 0300 to warn us that a Stage Three Volcano Alert was in effect, and that Rabaul had already been evacuated.

We hauled anchor and left immediately. Departing Rabaul meant we had to pass between the two volcanoes that sit at the entrance. At 0700 the two volcanoes went off in the most spectacular, awesome spectacle we've ever seen! By then we were anchored about five miles away across the bay and thus had ringside seats for incredible

noise and shaking! Within hours, Rabaul was under seven feet of ash and pumice. We were all right, because the southeast trades fortunately blew everything in the opposite direction.

When the wind changed direction and small amounts of ash started falling on our boat, we left the Rabaul area. We stopped at Kontu Village and discovered that it's famous for its 'shark calling' fishermen. In fact, Cousteau had been here in 1988 to film the shark calling.

At 0600 one morning, we went out with Selam Karasibe to watch him call and catch sharks. The calling is done with a noisemaker made from coconut husks. It's shaken upon and in the water. Sharks come right up to the canoe, where they are lassoed around the tail with a vine! We watched silently as Selam 'called' the shark right up to the canoe. But at the last moment the lasso slipped off the shark's tail and he was gone.

Our next stop, Kavieng, is nice for cruising because there are dozens of islands there, with lots of protected water. One afternoon we watched a waterspout develop and last about 10 minutes. We saw another at dawn some weeks later. Friends watched two waterspouts develop on their way from Rabaul to Kavieng. We don't know what the deal is with waterspouts in this area.

While at Kavieng, we attended a great

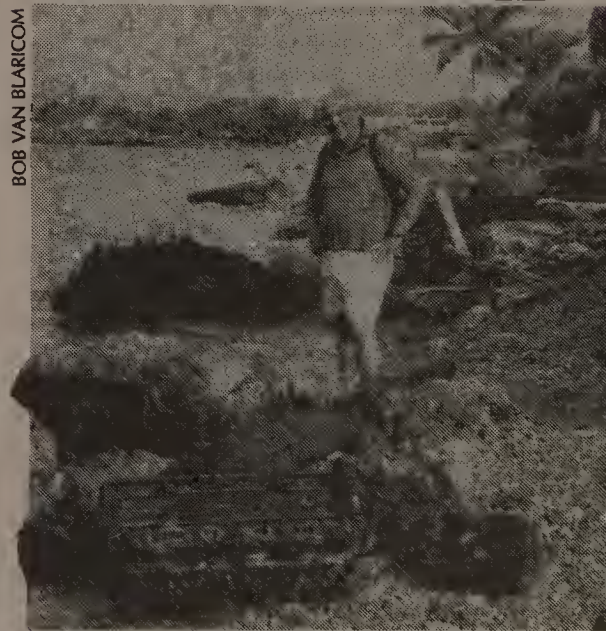
sing-sing to commemorate the ordination of the first native Catholic priest. A sing-sing is a very colorful PNG event in which groups from different villages perform a song and dance while wearing very exotic or traditional make-up, paint, feathers, and so forth. The groups are independent and compete for the crowd's attention. Thus you sometimes have four or five groups performing at once, but in various corners of the field. When their performance is over, the audience can bribe the performers for pieces of their gear such as fans and headpieces.

Near Kavieng is the fairly large island of New Hanover. One afternoon, Abraham, one of the local fellows we met, took us on a jungle river trip up the Narim River to the village where his wife is from. It was a very interesting trip through mangroves, sago palms, cocoa and rubber plantations. There are still lots of saltwater crocs in these areas, and the whole place looked like a set for a Tarzan movie!

One Sunday, we attended an interesting choir competition at a church here. Eleven choirs — eight women's and three men's — from New Hanover area churches had at it. They sang beautifully.

Farther along on New Hanover is the WWII wreck of the 6,000-ton Japanese

BOB VAN BLARICOM



Pete Passano of San Rafael's 'Sea Bear' checks out some engines wrecked during World War II action in the Solomons. Much debris remains.

armed freighter *Tyshio Maru*. The highest part of the wreck is only 15 feet beneath the surface, and there is incredible fish and coral life. There was also a Japanese mini-sub nearby. We later met a fellow who had

CHANGES

copies of the actual wartime documentation photos of the bombing raid that sunk the *Tyship* and two other freighters. It was like seeing 'before and after' photographs.

The Hermit Islands were our last stop in the South Pacific — and did we ever save the best for last! This was our favorite and four weeks passed too quickly. We hunted for deer, crab, crayfish, turtle and fish, and exchanged dinners and stories with wonderful people. There are not many visitors here — although both Cousteau ships, *Calypso* and *Alcyone*, met here in 1988. Again, money was not of much use and we had another 'Zero Dollar Month'.

The Hermits, like the Solomons and Papua New Guinea, have malaria, and Julie got it. She was 'cured', however, in three days with chloroquine tablets. There is a medical clinic here and a hospital and doctor a few islands over, so there were no big worries. There are four magistrates and two policemen on the island, but in the six years they've had police, nobody has been arrested.

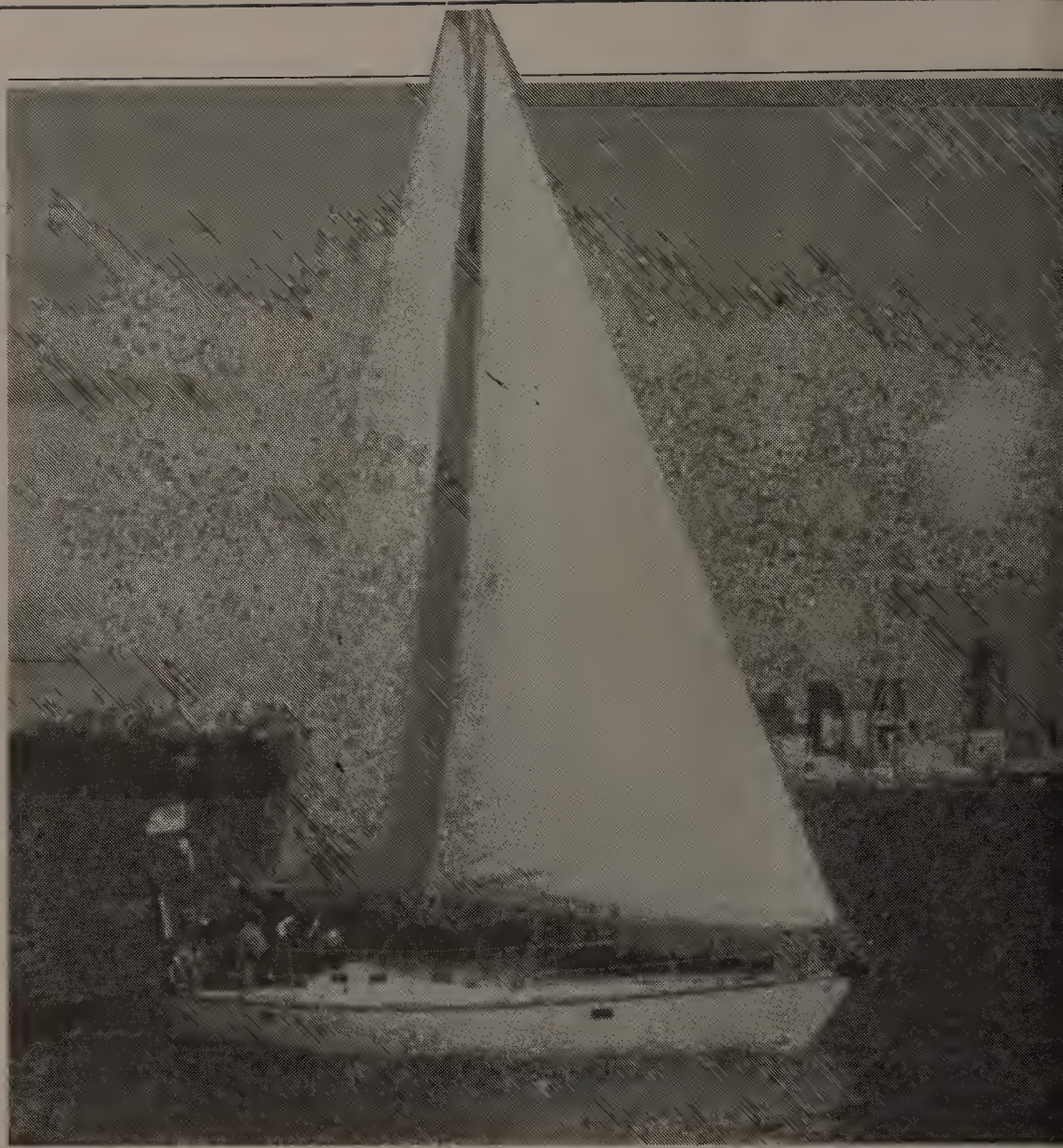
Wild European deer — brought by the Germans who had control in 1895 — roam all over the islands. The deer eat the gardens and are shot for venison. I gave some locals three shotgun shells and they got three big deer. We were given about 15 pounds of steaks. One of the deer was cut up and smoked as they have no refrigeration. We were also given more crayfish and coconut crabs than we could eat — and they even offered to give us some land and build us a house if we wanted to stay!

By the time we left, we knew 42 of the 104 residents by name. There were lots of tears and farewells.

The Bismarck Archipelago of PNG is the best of the best in the South Pacific. The islands are beautiful, the living cheap, the beaches wonderful, the diving fantastic — but the island people are the very best of all. Their hospitality and friendship are unsurpassed. We have dozens of friends in those isolated islands.

We've done a lot of diving and snorkeling as we've cruised. The kids, for example, did 10 dives in 10 days here at Palau. It is, incidentally, "one of the seven underwater wonders of the world". There are fish galore, turtles, sharks, manta rays, and hard and soft coral. The visibility is great and the water averages 86°. There are also plenty of WWII wrecks, including freighters, mini-sub, dozens of Zeros, and bombers and all sorts of other planes.

We met a Canadian boat from Toronto



here in Palau and were invited to a Christmas dinner with roast turkey and all the trimmings — plus snorkeling before dinner. For New Years Eve, we were invited to a bash put on by the U.S. CeeBees — of which there are 13 on the island to help with projects. A whole roast pig was the center of attraction.

We have become fairly good fishermen, and have caught dozens of big yellowfin tuna, mahi mahi, wahoo, ono, and so forth. Freda has even learned to be fairly proficient at preparing sushi. We now have all the seaweed paper (nori), Japanese vinegar, sticky rice and wasabi for a real session when we haul the next one aboard. We've caught some big ones, but nothing over about five lbs. It's too bad we can't get some of them to Japan, as we've heard that a big yellowfin is worth \$500 on the fresh market there.

We're now back in the North Pacific. We plan to stay here a month, spend a month in the Philippines, two months in Hong Kong and China, two months in Japan, two months in Alaska, be in Vancouver by about September/October, and back in Orange County by December 1995. That will mean we will have been out 3½ years. How am I going to explain that on my resume?

— jeff & freda 1/7/95

Readers — It just goes to show you that there remains plenty of virgin cruising territory.

Seaweed — Cal 28

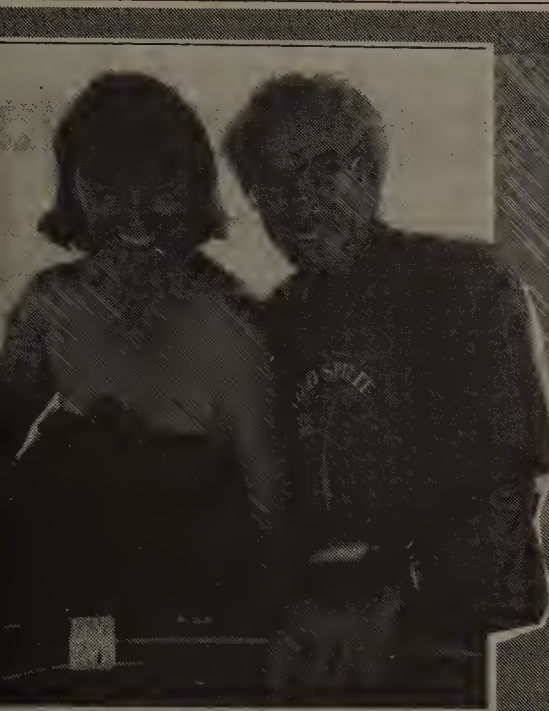
George Snyder

Fighting Back From Disaster (Long Beach)

Please allow me to inform my many cruising friends how I'm doing. I was part of the Mexico Class of '93-'94 until — as reported in the December issue of *Latitude* — I lost my Columbia 26 *Runaway* on the beach at San Felipe during an attempt to load her on a trailer. I piled what few worldly possessions I was able to salvage on my trailer and was, for all intents and purposes, destitute. And then it got worse.

On the way back to the border with my son and the trailer, the spare tire on the truck came loose, shot across the highway, and slammed into a Mexican van headed in the opposite direction. Our runaway tire bent the van's bumper back into the radiator and smashed the windshield! The van was loaded with food for San Felipe.

After two hours of 'negotiating' — while blocking a whole lane of Mexico's I-5 — we arrived at a settlement. Because of lost



BOTH PHOTOS BY DAVID BAILEY

Some folks may be happy when they sell their boats, but not Peter Sutter. The sailmaker and longtime cruiser has always picked his boats with care and grieved when it's come time to part with them. After 10 years of cruising his Wylie 36 'Wild Spirit' in mostly the South Pacific, Sutter has put her up for sale. See the 'Classy Classifieds' for details.

business revenue, the victims originally planned on holding out for \$400. That might have been fair, but it was out of the question because my son and I didn't have that kind of money. So we settled on me giving them one of my solar panels, the outboard for my dinghy, \$40 cash — and our helping them take the radiator out of their van and driving them to a radiator shop in Mexicali.

All in all, I've had better weekends.

But I'm glad to say I've made it from total disaster to almost complete recovery in just four months. If still young, I would have been able to do it even faster. Further, I plan to be out cruising again in 1997.

My son was good enough to offer me a place to stay while I began my recovery. What I needed was a place to live — preferably a seaworthy sailing vessel, some transportation, and a source of income. To achieve this, I had to reluctantly give up the ranks of the retired and move back into the workaday world. Since jobs in my former field — aerospace technical writing — no longer existed, I had to find another field.

My transportation problem was solved when I bought one of my son's many junkyard specials: an '82 Ford EXP with an '88 Escort engine shoehorned in. She wasn't legal and didn't have the proper paperwork, but she runs pretty well, gets decent mileage and hauls me around. So now I was ready to

look for work.

When it came to a learning a new profession, bartending seemed like the quickest and least expensive. I graduated after four hours of class each night for two weeks. The class was fun — and as a result of being able to mix 12 drinks in 4½ minutes, I'm proud to say I graduated at the top of my class.

I put out 12 applications for work — and landed three interviews. Showtime Lounge hired me on a trial basis for two shifts. They must have liked me, because they then hired me as their full-time bartender during the day. So I had transportation and work out of the way.

During this time I'd continued to look at and test sailboats from 22 feet on up. Where did I get the money for this? I 'borrowed' it from my IRA, which means I have to pay it off before I can retire again. So this year and 1996 are devoted to but one goal: to make and save as many 'freedom chips' and doubloons as I can. Any so-called social activity has been put on the back burner, as a woman in my life would just introduce more complications than I care for.

Having had a taste of cruising life while being retired, I could never settle for working permanently back in the States. So while I currently work six days a week, I'm trying to push it up to seven.

Before I got my job, I found myself spending more and more money each week. For awhile it looked like I wouldn't be able to buy and cruise anything more than a Cal 20. I could do it if I had to, but at age 50-something, I didn't want to. But as often happens in life, good old dumb luck put me in a better boat than any amount of detailed planning could have. Here's how I found *Seaweed*.

I'd already test-sailed various boats and made on-the-spot offers for the ones that interested me. Most of the time my offers resulted in laughter or insults. But the owner of my to-be *Seaweed* was in a bad way; he and his wife were in the process of losing their house and car. He needed his dirty but structurally sound 1966 Cal 28 like he needed a hole in the head.

This flush deck boat — with almost standing headroom for a person 6'3" such as myself — was more than I could have hoped for. She has a queen size V-berth and a dinette that makes into another queen, and two huge quarter berths for acres of storage. Her head is big enough so I can install a sit-

down shower. Right now there is an alcohol stove without oven that I'll have to convert to propane. *Seaweed* has a refrigerator that only works on 110 volts, which won't be much help away from the dock. As for ice, I'm still not sure it's worth the trouble and expense while cruising.

My Cal 28 was set up and equipped for cruising the Channel Islands, and her rigging and main were recently replaced. But the real jewel of the boat is her 15 hp Yanmar diesel. At 2,000 rpm, she moves the boat along at six knots while burning just a quart an hour! That means I can motor almost 20 miles on a gallon, and with the 15-gallon tank have a range of almost 300 miles. The engine turns a 35-amp alternator, which I intend to boost to 50 amps for cruising — especially if I go for a fridge. I'm still intimidated by the diesel, but marvel at the simplicity of it. In any event, it's way better than the little outboard I had on my Columbia 26 *Runaway*, which only gave me five miles to the gallon.

To recap, the owner amazingly accepted my pittance of an offer, and we did the paperwork on an icy day in December. My next problem was to get the boat to Long Beach — 60 miles down the coast — during a time of year that features nasty weather. I was the second problem. My chest still

PAUL KAMEN



For awhile it looked like George Synder might have to accept a Cal 20, such as pictured above, as his cruising boat. But fortunes changed.

fluttered every time I thought of going back 'out there' on the water. Just the thought of being back at sea filled me with gloom and doom. I felt inadequate; if I'd known what I was doing I wouldn't have lost my last boat.

Fortunately, the idea of sailing a strange, untested boat down the California coast in winter was an adventure to look forward to in the eyes of my son Rusty. After all, he's still young.

We planned to make it a two-day trip, stopping for a night in Marina del Rey. For the first time in two years I'd be making a passage without a GPS. I had charts and knew to keep the land to the left, but what if heavy fog rolled in? We spent the night before on the boat, where I found a note from the previous owner warning of heavy surf and swells. Rusty and I walked across the sandspit to check it out for ourselves. The pounding of the awesome waves and the roar of the whitewater didn't help me sleep.

We left the next morning at 0800. The Ventura Harbor entrance can be a nasty place during a big swell and with a west wind — which is, of course, what we had. But with the aid of the engine and the main, we made it out in what proved to be a sea of long and not unpleasant swells. The sky was clear and soon the sun shone bright.

During the first hour, my anxieties began to ease. I realized what my problem had been: I'd been shackled to dirt for the four previous months! My body began to adapt to the constant motion once again. Rusty commented on the pleasures of making a passage the 'real' way, without electronic hindrances like autopilots, GPS and so forth. The way 'real sailors' did it. For my part, I

Of all communicable feelings, the exuberance of dolphins cavorting around a boat is perhaps the most delightful.

vowed to never go offshore again without a GPS.

Our progress was so good that by late morning we decided to continue on to Long Beach without stopping. As the sun got warmer and my new boat proved to have a very sweet motion, life was getting better all the time. As hundreds of dolphins cavorted around us for more than an hour, my son and I spoke of life, love, women and boats. But mostly women and boats, as we both live the bachelor life. In the process of recapturing the father-son bond, we philosophized about how certain boats and certain women always seem to be high maintenance pleasures.

The rest of the voyage was uneventful, except for the compass light not working and fog not coming in until we were inside the entrance to the L.A. Breakwater and almost in our new slip at Downtown Marina in Long Beach.

I hired a friend's housekeeper to clean the inside of *Seaweed* bow to stern, including every compartment and every cavity. With that done, I moved aboard on Christmas Day. The exterior still has to be scrubbed and the boat needs cosmetic work and some new running rigging. But mercy suds, it's good to be on the water again — and with the plan to head for the South Pacific in 1997!

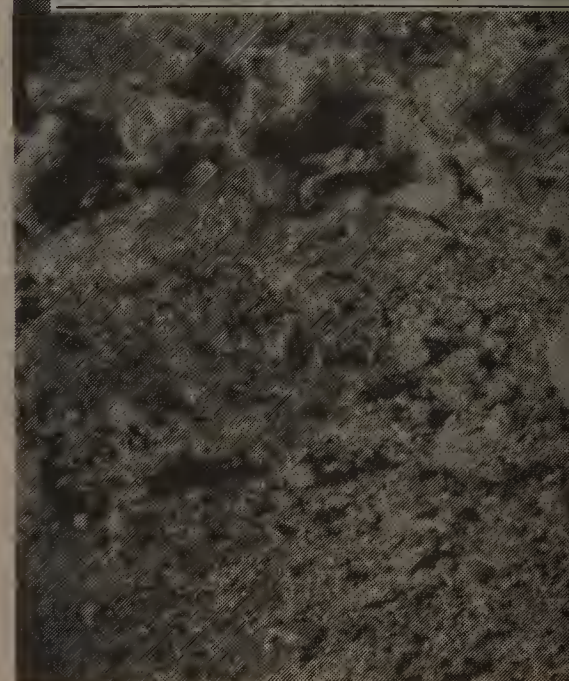
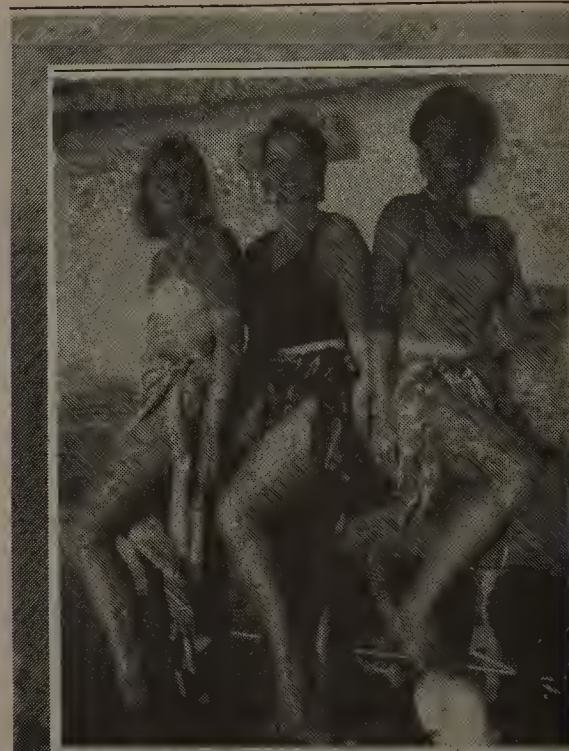
— george 2/95

George — There's nothing like a little misfortune to bring goals back into focus, is there? Good luck on your adventures, we're certain you're bound to have an eventful cruise.

**Avventura — N/A
Mary Taylor & Paul Zack
Religious Mischief
(Northern California)**

You never know what will happen when you invite people to join you for a brief cruise in the Sea of Cortez. At home they might be close friends, and you might assume that you 'know' them. But then they join you on your boat in Mexico, and suddenly you find out that guy who had been masquerading as a successful hospital marketing consultant is actually a closet Altomec priest. And further, that he seizes upon the visit as a way to fulfill his lifelong passion of wanting to sacrifice some of those ever-popular vestal virgins to a rapacious volcano god.

There were some flaws in his plan, however, the first of which was finding vestal virgins among those aboard *Avventura* and



her buddyboat *Compromise*. Undaunted, Mac 'the marketing Altomec', anointed his wife Ellie, as well as Darda from *Compromise*, and me, Mary Taylor, with drops of pure early morning dew — which are hard to find in the 100° July mornings of the Sea of Cortez. Thus anointed, we virgins were cleansed of all our previous earthy — ahem — experience, thus enabling Mac to lure us to the top of the nearest volcano.

Fortunately for Mac, we were anchored in the Bahia Los Angeles at the time, not far from the towering 1,500-foot tall Isla Smith. After Mac spun tales about the wonders of a "gentle" early morning hike up a ridge of the extinct volcano, we women fell for it, instantly accepting his invitation.

To make a long 'hands & knees' hike up the wrong trail — how do you miss a 1,500-ft long trail? — Mac and the three virgins who made up his entourage arrived, albeit



PHOTOS COURTESY AVVENTURA

(Spread) A man's work is never done. Malcolm McNeil attempts to 'O.J.' the 'virgin' Mary Taylor. **(Inset)** Mary with sister 'virgins' Ellie and Darda.

breathlessly, at the summit. At some point during the hike up, Mac had confessed to his Altomec inclinations. Since we women were all feeling rather chaste after the dew treatment, being sacrificed atop Isla Smith seemed like a good idea at the time. So we obligingly positioned our heads over the sacrificial stones, while Mac put on his feathered headdress.

Alas, we were not to be sacrificed. Because we got lost on the way up, the power of the dew prematurely had dried up. Try as Mac might, his efforts to sacrifice us were futile.

With that idea vaporized, there was nothing for the four of us to do on a typical July day in the Sea but to return to our boats — for sips of ice cold margaritas — and

reminisce about our brief six hours of chastity.

The rest of our trip with Mac and Ellie consisted of the same old boring stuff: outstanding diving, beautiful sailing, and lots of delicious fresh dorado. When we eventually dropped them off at their car at Guerrero's in the Bahia de los Angeles, we figured Mac had permanently forsaken his 'altar ego' — but then we noticed the two feathers hanging from under his shirttail. So beware vestal virgins wherever you are, Mac is still on the loose — and he loves cruising in Mexico. As do we aboard 'Hotel Avventura'.

— mary & paul zack 1/95

Mary & Paul — Somebody needs a refresher course in classics. The Vestal Virgins were indeed sworn to chastity, but rather than being the sacrifices, they prepared them. But hey, who's going to nit-pick when everybody had a good time?

Southbound — 32-foot Sloop Stephen Brown Not So Fast (Honolulu)

In the *March Changes*, I read about the "ugly seas" severely pounding Jim Meeker's Cal 34 *Tafia* on the way between Cabo and La Paz. 'Ugly seas' don't pound a boat, but a boat may pound 'ugly seas'. Rhetoric? Perhaps.

From the damage Meeker's boat sustained to its motor, it's reasonable to assume that he 'diesel hammered' a little too aggressively on his way north. He's got to remember he's not on a supertanker anymore. Based on my solo circumnavigation, there comes a time to slow down — or even stop. And as any experienced sailor knows, a boat properly hove-to becomes amazingly sedate in even 'brick wall' seas of any size.

Meeker also goes on to give advice to would-be cruisers about what to bring and do in Mexico. He lists such things as bringing more credit cards, opening Mexican bank accounts, having a faster dinghy, and so forth.

Slow down! That's my advice, because it's forward momentum that's causing your problems — at sea and on land. This doesn't mean you can't cover a lot of ground if conditions are right. *Southbound* and I covered Cuba, Panama, the Galapagos, Marquesas and Hawaii — all in four months.

By the way, the people I met in Cuba were some of the most hospitable I've met anywhere, and the diving was even better than in the Red Sea.

As I was arriving from Key West, I cleared in at Hemingway Marina near Havana. Boats coming up from the Canal should clear in at Cayo Largo. From there, the whole southwest coast — with crystal clear water, *Hemingway Marina is on par with the rest of Cuba's infrastructure: dismal. But the seldom-visited southwest coast is a cruising paradise.*



DAVE SHELDON

CHANGES

abundant reefs, fine anchorages, and fantastic wreck diving — opens up. In my 250 miles of sailing along that coast, I never saw another yacht. Only minimal supplies are available, however.

When I was at the Galapagos, the Ecuadorian Navy decided to extend the 72 hours I was supposed to be allowed up to 10 days. Maybe it was because it was Christmas, but I paid nothing under the table. I was limited to Wreck Bay, but the fantastic surfing made it bearable!

— stephen 3/95

Stephen — We hope you don't mind that we took the liberty to edit into your Changes the fact that you did a circumnavigation. We think that justifiably adds some authority to your comments.

By the way, were you the American singlehander who buddy-boated from Thailand to Burma with Jill Knight and Cooe? If so, please tell us how we can contact you — or her.

Pyawacket — N/A
Dorothea & Gray
Jellyfish Sting In Baja
(Gibbons, BC)

During my last visit to the Sea of Cortez, I stupidly went for a swim in Puerto Escondido without the protection of my 'second skin' lycra suit. I was breast-stroking across the anchorage when I suddenly felt several strands of searing fire whip across and around my body.

I gasped in surprise, and immediately headed back to the boat in a big hurry. The faster I moved through the water, the more it

He looked worried, as the severity of my accident became apparent. Within minutes, angry red welts had risen on my skin — along with paths of tentacle lines circling my legs and buttocks. By now I was hyperventilating and my heart was racing. I also felt I might be going into shock as a result of the intensity of the pain.

My partner quickly located our little jar of Tiger Balm, and proceeded to gently cover all the sting areas with a thin layer of cream. Initially, there was little change. In fact by the time all the affected spots had been attended to, the pain was no longer localized to the highly visible spots, but affected my entire body!

However, within 15 minutes — and after a stiff vodka and cranberry juice — the pain of the sting quickly began to subside. Miraculously, within 45 minutes to one hour, the pain had all but disappeared. A few welts remained until the next day, but by then it was a mere memory.

My advice? Put away the piss and vinegar, but use a lycra suit and have a jar of that magical Tiger Balm close by for jellyfish emergencies. The stuff works wonders!

P.S. The vodka helps, too.

— dorothea & gray 3/8/95

Inshallah — Garden 41 Ketch
Jones The Cat
Cat Tips

(The Great Northwest)

Greetings from La Paz!

My people, Paul and Vivian of *Inshallah*, read your magazine all the time. My only complaint with the publication is that there are not enough cruising tips written about us furry guys and gals. After all, a lot of us cats are making cruises — and without having any say in the matter.

We left Puget Sound last September. It was a rough trip down for the humans, but Jessie, my gal cat friend, and I had it made. We have a neat invention called a 'pet taxi'. When the meteorological poop really hits the fan, Paul or Vivian strap the 'taxi' down low in the boat amidships, and close the gate. Then Jess and I climb in. Because of the nice fluffy pad inside, we don't slide around. And the plastic cover keeps us from being hit by any objects that fly off bookshelves or the chart table. We're safe and warm in the 'taxi' like two bugs in a rug — or, more accurately, cats in a boat.

Now that we've been cruising Baja for awhile, we've gone through some changes and would like to share some of what we've learned:



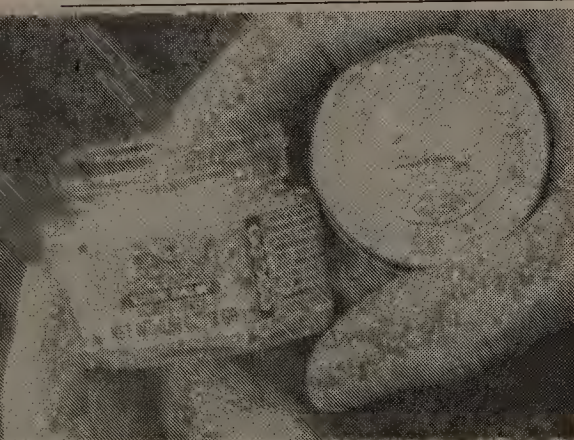
— Since San Diego we've been shedding something fierce. So our people have had to buy one of those good brushes and give us a going-over every couple of days.

— Cat Lax helps. Although I don't particularly care for the stuff, we all have to take our medicine.

— Flea collars are a must in Mexico! By the way, we don't catch fleas so much as humans bring them aboard on their clothing — shoes and socks in particular! Escort Plus is the collar we use. They're really strong, however, so our humans air them out for a day before putting them on us. But at least the boat has been free of fleas ever since we started wearing them.

— It's been a problem finding Kitty Litter in Mexico. Here's a trick our humans use: Clear out the solid waste and then dump the used litter in a pillow case — although our humans actually use a bag made of fine fiberglass screening. Hang it overboard for approximately 72 hours, let it dry, and *voila!* it's clean, recycled Kitty Litter.

— Finding the proper cat food is another problem down here in Baja. I'm on a special low ash diet, but there's no special food to



LATITUDE 38/JOHN ARNDT

Singapore's Tiger Balm proved to be a miracle potion for Dorothea after she'd been severely stung by a jellyfish.

hurt. By the time I climbed aboard, I was in total agony. I called my man as I rinsed off with freshwater.

IN LATITUDES



PAULA/BACKSTREETS

Sarah of 'Serendy' and Vivian of 'Inshallah' enjoy a hot tub with Indiana Jones at Puerto Mio, which overlooks tranquil Zihautanejo Bay.

be found in these parts. Even the vet I was taken to didn't have any.

Oh yeah, the vet! In April I almost kicked the bucket from food poisoning. Let me tell you, it was a real serious matter. I'm on a special diet of all dry food except for a special kind of canned food. My humans found some of this canned food in La Paz, so I was served some as a treat. Well, I thought I was a goner!

Jess ate it, too. But she's a manx with a stomach of steel because it didn't bother her. But me? Wow! All I can figure is that the cans came from up north and had been subjected to a lot of heat during shipping. Being meat, I suppose the stuff could have gone bad. So, smell your cat's food before you serve it. It should smell like cat food, not rotten! Sure, we cats will eat it anyway, but it can kill us.

By the way, the fishing has been great down here. And a little raw fresh fish never hurt a cat. Any fish will do, although I prefer dorado.

It can also get unbelievably hot down

here, so don't you humans forget about us furry cats. Cool us down by pouring some freshwater on us, or on the deck in a shady spot. It really helps.

One last tip. People need their man-overboard drills, but what about us cats? I suggest hanging a thick rope — or a bunch of long rags or pieces of cloth — over the side of the boat into the water. One on each side of the boat would be the best. Next, gently put us in the water — ugh! — and make sure we know where to find the rope. If we can find it, we'll climb back aboard.

While we usually have great balance, some of us have gotten cocky over time. And as Jess and I are 13 and 14 respectively, we're not as agile as we once were. So, oops, we can go over.

But don't get me wrong, cruising in Baja has been a great experience for Jess and I. We're soon headed for the mainland, and later Costa Rica. We'll let you know how it goes.

— jones'd. cat 2/95

**Scottish Mist — Westsail 42
Paul & Dorene McDonald
Back Home After All Those Miles
(Stockton)**

After more than two years of enjoying the serene and uncomplicated life cruising 15,500 miles in the Pacific, our re-entry into hectic California life was so traumatic that we've been home since late August — and still haven't contacted all our friends! Our apologies.

It all started in 1992, when we left Stockton to cruise through all of Mexico for 18 months. In April of '94, we waved goodbye to the crew of *Big O* as we left Banderas Bay to start our 2,800-mile crossing to the Marquesas. We only changed tacks four times during the passage, mostly to avoid squalls. We landed at Hiva Oa and dropped the anchor under a full moon. When we awoke the next morning, the majestic scenery was breathtaking — to say the least! Best of all, after 21 days — our Westsail is no slug — we had the anchor down and were able to rest.

Of all the Marquesas, we liked Ua Pou best. There were about 20 boats there from countries all around the globe. We had a great time shooting the breeze with such an international group.

From the steep and jagged Marquesas, we spent four days sailing to Raroia, which like all the Tuamotus is an atoll with a surrounding reef. One of the more remote Tuamotus, Raroia is heaven on earth! We were only the sixth boat to call there all year, and we attracted the attention of almost all 60 inhabitants.

We set our genniker on the way to another atoll — and really got clobbered. Suddenly it was blowing 50 knots and the seas quickly built to immense size. The tempest lasted 26 hours, dying down just in time for us to meet our daughter Michelle, who flew in to meet us in Tahiti. The three of us spent two weeks at nearby Moorea, anchoring in tight lagoons — including

All in all, Paul and Dorene would rather be at Phil's in Melaque, the Tuamotus, Penhryn, the Marquesas — anywhere 'out there'.



SCOTTISH MIST

CHANGES

historic Cook's Bay.

After Chelle flew home, we continued wandering through the Societies and Penryhn in the Cooks. Penrhyn turned out to be our favorite stop of all, and we were only the fourth boat there this year. We spent quite a bit of time on shore, perhaps because for the first time in two years we were among people who spoke the same language as we.

It was hard to get Dorene to leave the island, as she'd made great friends with an islander named Doreen! The two became very close and rode a motorscooter all over the island together. They also fed community pigs, visited the graves of Doreen's ancestors, and enjoyed discussing island life, values and traditions.

Meanwhile, Paul became something of a hero to the island as he was able to work a little magic with the lathe and welding equipment he has aboard *Scottish Mist*. He was able to both fix boats and weld pieces for their black pearl farming industry. The good feeling Paul got was reward enough, but the islanders insisted on showering him with pearls, fans, breadfruit and entire meals. The islanders were all there to bid us farewell when we left. Some of them will surely be our friends for life.

It was about this time that we received some unsettling news about our business back home. Originally we had planned to sail on to New Zealand, but because of the change in our business situation, we now had to sail through the hurricane zone to get to Hawaii and then back to California.

We made it from Penrhyn to Hawaii in 20 days — and after close encounters with three hurricanes. We had to turn back at the equator and heave-to for three days while deciding what to do with hurricanes *Emila*, *Fabio* and *Gilda*.

It was awesome to experience hurricane *Emila* passing within just a couple of hundred miles of us. The purple, black, grey and orange cloud formations looked like crazy colored icicles shooting up out of the sea. It was very hot, the air still and spooky, and the sea — where we were, anyway — flat calm.

Emila, with winds in excess of 200 mph, was the most ferocious hurricane to ever pass through the North Pacific hurricane belt. The morning she passed, the sky was bright layers of reds, oranges and yellows. It seemed prehistoric somehow.

Dorene spent much of the time on the ham radio speaking with *Niord*, *Maestro*, *Enentei*, and *Free Life II* — all of which were also trying to dodge the hurricanes. We



SCOTTISH MIST

Passion in the pulpit! Paul and Dorene not only love cruising, they love one another.

couldn't see each other, but it was reassuring to discuss the situation every three hours. Tom on *Aggravation* in the Societies gave us nightly weatherfax updates, which we all appreciated. In addition, Dorene had daily contacts with hams in Oakdale and Connecticut — which allowed us to report our status to family and close friends.

As it turned out, we literally had to run between hurricanes *Fabio* and *Gilda*, praying all the while that *Gilda* didn't pick up speed! But given our position and the promise of wind after *Fabio*, Paul felt it was a safe decision. At the time we only had fuel for three days and not much food. Our spirits remained high, but our patience was wearing thin.

All four boats made a run for it after *Fabio*, and all four made it safely to Hawaii. The last 50 miles to Oahu was no joyride, however, as the mainsail ripped and the boat just kept falling off the 30 foot waves kicked up by *Emila* as she skirted the Hawaiian chain. Our autopilot just couldn't keep up with the waves, so we had to hand-steer the entire way. It wore us out.

We were so thankful that fellow ham Ron DuBois of the Oahu-based *Foxy Two* had arranged for a berth when we arrived. Had he not, we might have dropped on the spot — we were that exhausted. Also waiting at the dock at Oahu were John and Laura from *Telitha*, which had been our constant buddyboat in Mexico. Our two families had become very close.

We were deeply disappointed when, a year before, a medical problem prevented

them sailing alongside us into the South Pacific, but here they were ready to help us sail *Scottish Mist* back to San Francisco. We really cleaned the boat up — but, boy did we party, too!

Preparing the boat for the trip back to California was fun. Dorene and Laura canned meats, prepared meals and did all the shopping — with friends who were able to let us buy food at the commissary. Meanwhile, John and Paul worked together fixing things on the boat. The one thing they couldn't fix was our American flag; it was hanging off the stern in shreds, a symbol of the wear and tear of over 15,000 ocean miles.

Our sail back from Hawaii was wonderful. We all played, had a '60s dance party, played pick-up-sticks (imagine how flat the sea had to be for that), and were so silly it's embarrassing. Our 18-day voyage was unheard of for that route: beautiful and warm. In fact, we also had the best sailing conditions of our entire trip: 10 to 25 knots of wind and 6 to 8 foot seas. Ideal.

We're presently moored at Stephens Anchorage in Stockton and living aboard, where from time to time we're asked how we liked our trip. As Dorene says, "It was truly the best two years of our lives, and the cruising community was made up of friends who touched our lives in very meaningful ways. We can't wait to get back out!"

— paul & dorene 3/95

Cruise Notes:

The last of their kind! The *Some Like It Hot Rally* from San Diego to Cabo San Lucas runs from early November until the end of February. Six additional boats made it inside the time limit, but not in time to be included in our March issue. They are:

370) **Escape** / Rawson 30/ Fred Bien / China Lake, CA. 371) **Celerity** / Pacific Seacraft 37/ Alan Walls / Huntington Beach, 372) **Anuenue** / N/A / Mark Adams / San Diego. 373) **Zepharia** / Sea Snake Ketch / J. Ross Bruce / Victoria, B.C. 374) **Evelyn** / Pearson Vanguard / No Name / Half Moon Bay. And finally, 375) **Hakuna Matata** / Islander 41+ / Jonathan Webb / Redondo Beach. May all your cruises be a delight!

"We hauled at the Acapulco YC to repair a small hole in the bottom of our keel," write Mary and Rob of **Maude I. Jones**. "Underwater epoxy is what kept us afloat for the last six weeks. What great stuff."

"It was a good thing that Rob was the ZZ Top award for hair at the Baja Ha-Ha awards ceremony," Mary continues,

"because he had most of his hair and whiskers chopped off about a month ago in Manzanillo."

"By the way, fellow Baja Ha-Ha competitor Robert Dietrich of the S&S 65 **Cascade** radioed us by VHF while passing Acapulco. He told us he was sitting in his cockpit while the boat was doing 13 knots. She was, too — while perched on the top of the United Yacht Transport Ship headed for St. Thomas. Holly and the kids were temporarily back in California during the passage."

It's probably a smart thing that Dietrich didn't try to make the voyage from Panama to St. Thomas this year with just his wife and kids, because the first three months of '95 have been nasty in that part of the world. "The Christmas trades didn't arrive until January," reports Jillian from Jolly Harbor in Antigua. "But when they did, they blew harder than they have in years. And for us islanders, it's been freezing cold! We've even had to wear long pants and long sleeved shirts."

Nobody knows better how bad it was than Jim, Anet, K.C. and Curt, who delivered **Big O** up from Panama to St. Thomas on her own bottom. "It's been a horrid month for sure," said Jim. "We tried to make it straight from the San Blas Islands to Aruba, but we ran into 30 knots of wind on the nose, and short, steep 12 foot seas. After we got a tear in the main, we bailed to Cartagena."

"When we told everyone in Cartagena we were headed for Aruba, they all laughed and said we'd never make it. It turns out they were right. It was blowing 15 knots when we left, but by midnight it was a steady 30 to 35 knots with seas that were like Bay chop but 15 to 18 feet high. We were still making four knots motorsailing right into it when we got another small tear in the main and at 0300 decided to turn back. A couple of hours later it was blowing a solid 40 — although it was the horrible seas that really stopped us. When we got back at Club Nautico, everybody was there for a chorus of, 'See, we told you.'"

"After getting the main repaired again, we decided we'd have to reach up to Jamaica, then skirt along the south coast of Hispaniola and Puerto Rico. For the first three days on the way to Jamaica, it was blowing 30 to 35 knots true. And the seas! They say the first 150 miles out of Cartagena you're going to get the crap kicked out of you — and they're right. It was horrid, but at least we were close reaching."

"During the leg to Jamaica we spoke to an



ALISA PROCTOR MULLINS

Devan of 'Points Beyond' does double duty as the human inclinometer and sunburn indicator. Rush \$15 to 'Latitude' for the big poster.

Oyster 68, a very fine luxury cruising boat, that was on their way to Curacao. "We're making it," they told us, "but we're getting the crap beat out of us."

The south coasts of Jamaica, Hispaniola and Puerto Rico offered some relief, but not much. "We'd usually leave about midnight," says Jim, "because it blew the hardest during the day. It was an improvement, but then beating into 25 knots of wind and big seas has become a relative pleasure for us."

Cruisers with time on their hands and brains in their heads are careful about scheduling their passages from Panama to the Eastern Caribbean — even during normal years when the winds aren't so strong. The best times are May and June, when the trades have died down and just before the onset of hurricane season, and in November, at the end of hurricane season and before the Christmas Trades crank up.

Dave Sheldon of the Farallon 29 **Quark** knows about how nasty the weather can be coming out of the Canal. Last summer he joined his cousin Sid in Panama for a trip to Florida via Cuba aboard Sid's Irwin 52 ketch.

"It was really nasty coming out of the Canal: westerly winds at 30 knots, and heavy, confused seas. At least we were reaching. The motion broke one of the welds on the davits, so that Sid's big Avon with the steering console and 35-hp outboard was dangling by her nose. We had no choice but to cut it. I'm sure it made a nice present for someone in Panama. But it was that nasty."

Dave and Sid continued on up to Cuba,

which they enjoyed. While there, however, they certainly would have appreciated a copy of the **Cruising Guide To Cuba** by Simon Charles, just published by Cruising Guide Publications of Florida. The 258-page book is in the same style as Cruising Guide Publications' other excellent guides to various parts of the Caribbean and Venezuela, and is certainly the most authoritative guide to Cuba. You can find the guide at popular marine bookstores or by calling (813) 733-5322.

Not everyone, however, is enamored with Cuba. Such as Olivier and Natalie Picquaert of **Octopus**, who stopped at Cuba on their way from Tahiti to St. Martin.

"We arrived in Santiago da Cuba after officials had been tracking us by radar for 15 miles. Upon docking, some 13 officials checked us, our boat, and then began the paperwork. The fees (in U.S. dollars) were as follows: Visa; \$13/person. Customs; \$21. Pilot to enter and leave; \$30. Cruising permit and security check-up; \$50. Docking fees; 40 cents/foot. Anchoring fees; 30 cents/foot.

"Natalie and I decided it was too much to pay for a couple of weeks of visiting Cuba, so we asked for transit status and permission to leave immediately. They refused. They said we were in Cuba and so we'd have to pay. We decided to leave that evening anyway. Unfortunately, they sent out a military boat equipped with machine guns. So we returned to Santiago, where we were fined another \$50 for leaving without permission. We were sequestered until we paid, and our anchoring bill increased each day we didn't pay. If we tried to sneak out again and got caught, it would have cost us \$1,000.

"Fearing our boat would be seized, we paid \$200 and left the damn country very angry, with an empty wallet, and with a tar-spotted yacht from the dirtiest harbor I've ever seen in my travels of the world. If everything goes smooth while you're in Cuba, it would be fine. But officials will strike very hard against you in the case of problems."

A big change for cruisers in Mexico? Reports from both **Loreto and La Paz** indicate that the port captains are attempting to institute new regulations that subject boats at anchor or on moorings to pay fees. In early March, Port Captain Jose Luis Rios Hernandez of La Paz told new arrivals they'd be charged 94 pesos a week — about \$14.50 U.S. at the current exchange rate — for anchoring or mooring at La Paz.

For what? The receipt given to one cruiser

CHANGES IN LATITUDES

mentioned Article 170 of the federal rules, and indicated it was for four hours of "supervision" in a federal zone and for overtime. In other words, the application didn't particularly make sense. Some believe that the port captains are coming under pressure to show that the ports are making a profit and have dredged up the obscure regulation to justify the fee.

Such fees would certainly help with port finances. If 250 cruising boats each paid \$14/week, that would amount to about \$15,000. In suddenly impoverished Mexico, that's a heck of a lot of money.

Announcing such fees is easy, but getting mariners to comply is another matter. Our source tells us that nobody who paid the fee when they entered have paid for additional weeks. And that of the boats already at anchor or in marinas, nobody has paid. The Port Captain has not sent anyone around to collect, yet, but he told yachties that interest of 36% per year would be added to all delinquent fees.

At the same time, there were some unusual government activities in the **Puerto Escondido** area. A reader reports that early in February and again on March 6,



LATITUDE 38/RICHARD

'Cascade', truckin' out of San Diego. Later she was 'trucked' by ship to the U.S. Virgin Islands.

representatives of Fonatur, the tourism development agency, appeared at El Juncalito and Rattlesnake Beaches, both about 20 miles south of Loreto, and told everyone with RVs that they were no longer permitted to park on beaches south of Loreto. The Fonatur reps handed out brochures for RV parks which charge an average of \$25/night. This didn't go over well with the RV crowd, most of whom are reported to have left the area.

And on March 3, the Port Captain at Puerto Escondido, the immensely popular cruiser hangout 120 miles north of La Paz, is reported to have boarded, taped and sealed several boats he believed to be abandoned. There was no mention made of his trying to

assess any fees on these or other boats in the initial report. However, a later source said boats in Puerto Escondido were going to be charged just 43 pesos a month in Puerto Escondido, or about an eighth of what boats in La Paz were to be charged.

As we go to press, the situation is still fluid in both Puerto Escondido and La Paz. We hope to have an update next month, and remind readers in those areas we can be faxed at (415) 383-5816.

On the **bright side for cruisers** in Mexico, their U.S. dollars buy twice as many pesos as they did just a few months ago. That doesn't help them in places like marinas and tourist hotels, where bills must be paid in dollars. But in general, the peso devaluation has been much in favor of dollar-carrying U.S. cruisers. Their dollars have doubled in value while prices for basics such as food, beer, diesel, gas, electricity and phone service have only gone up 20 to 40%.

For all of you Northern Californians out cruising, **consider yourself lucky** to have picked this winter to be away. It's been the wettest, dreariest, most depressing winter we can remember. It's been like living in Seattle during the summer!

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AVON 3.15 (10+feet) roll up ribbed floor w/ 2nd seat. Like new \$2,000. 9.9 hp outboard w/ regular shaft. Transom lock incl. Like new also, \$1,000. Both for \$2,900. (415) 965-3449.

AVON ROLL-UP 3.15 with bow-bag amp 10 hp Honda 4 cycle (no oil mixing) only 5 days, use last summer. Paid \$3,900 - sell \$2,950. Best dinghy on market - perfect. 332-5206.

CELEBRATE the end of the drought. 13-ft Guppy (1972) trailerable driesailer perfect for lakes, reservoirs or the estuary. New rigging, open cockpit, fixed keel. \$1,500 obo, includes trailer, motor mount with original 2 hp motor. (510) 523-4510.

AMERICAN 16, 1980 same as O'day. Spacious doghouse, large cockpit, new color coded sheets, all Harken, 1 jib, 2 mains light & heavy air, vang, main traveller, 2 hp Johnson, trailer, comfortable day sailer or camping/sailing. \$1,600. Bill, (415) 365-0652.

LIFERAFT. Vacuum packed. 6-man Avon, new 10/94. Double floor valise offshore 'E' pack \$3,000. (415) 854-8515.

LASER, 1979 with licensed highway trailer. White hull and deck. Very good condition - lightly used and garage stored. Harken mainsheet ratchet block and cleats. Good sail. \$1,000. Dan, (415) 325-1147 after 6 pm.

CAPRI 14.2, 1990. White with red trim. White racing sails, galv. trailer, and extras. All in excellent condition. Very light use. \$2,950. Call (916) 275-5975.

CAPRI 14.2 stored indoors, excellent condition. White hull, light grey deck. Blue "rainbow" sails, roller furling jib. Motor mount, self-bailing cockpit, storage cutty, galvanized trailer with spare, single-hand rig. \$1,850. (707) 769-8009.

4-MAN AVON, double floor, valise life raft. Fresh re-pack 10/94. \$2,000. Call (916) 751-7217.

LASER, never used, \$3200. 1978 "International 110", 24' w/trailer, cockpit cover, woods. \$1,500. 1978 "Taser", roller furling, on trailer \$1,000. Wanted: restorable boats, any condition. Will pickup & deliver. Eureka, (707) 443-5157.

LIFERAFT, SWITLIK, 6-man, USCG/Solas off-shore type. Model: CGF-6-A-STD. Solas "A" equipment package. Includes deck cradle. New 1991. \$2,750. Also, 10KW Isuzu/Lima electric 120/240 Vac marine generator. \$3,450. Call (415) 461-4852 or 331-6588.

GRAND BANKS DORY, 16', 1988, Philippine Mahogany/Oak, Bunged bronze screws. Clear epoxy finish. Used 5 times. 2 rowing stations, 2 sets oars, Mariner and Johnson outboards. 2 sails, 1 anchor, trailer registered. \$2,500 obo/ trade VW Crew Cab (415) 697-3241 Brian.

24 FEET & UNDER

1982 PACIFIC SEACRAFT, Flicka 24-ft. A take-you-anywhere cruiser in very nice shape w/custom trailer, 1987 Merc. 9.9 Sailpower o/b. Single handers package, bronze ports, fully enclosed head, cabin heat, VHF, Loran, tiller pilot & more. \$29,500. (408) 479-8503.

1987 FLICKA, Pacific Seacraft. Lying Fort Myers, Florida on the hard. Bahamas veteran ready to go again. Windvane Autohelm VHF, DS, knot, roller furling, Yanmar, enclosed head, dinghy. (813) 489-2030. (408) 479-4881. \$31,500/offers.

RANGER 23, 1972. Good condition, all gear, new motor, good bottom, a steal at \$4,000. 461-0880.

CAL 24. Excellent condition, fully equipped, bottom and top redone, 4 sails, new 5 hp Mercury with external tank, new battery and charger, new winches, Loran. Berkeley berth. \$3,200. (415) 886-6545, (601) 466-0820.

CAL 20 "OYRA's Mighty Midget" Culo Bagnato, complete rebuild '92. New rig, rudder, paint, epoxy bottom faired keel, etc. 2 mains, 3 jibs, 3 spinners. A rock solid ocean racing champion. Must sell \$2,500 obo. Mike, (415) 461-1246.

24-FT GLADIATOR, new dodger and cockpit canvas. Fixed keel, new bottom paint, new marine radio 135, 155 & club foot jibs, spinnaker o/b motor. Well maintained. \$2,000. (916) 786-5742, eves.

WYLIE WABBIT #21. Excellent condition, lake sailed only. 2 sets of sails, one spinnaker. Trailer with spare. Honda 2 hp motor. Call Joe at (916) 893-5332, after 7 pm. \$5,500 firm.

23-FT BEAR BOAT: OSKI #33. Good boat needs TLC. I live too far North to keep her in the shape she deserves. Asking \$2,000, what I paid for, obo. (707) 986-7897, (707) 498-1822.

RANGER 23. A real peach. Race rigged. All lines led aft, internal halyards. Recent bottom, good sails (new spinnaker). Rebuilt standing rigging. New spinnaker purse. Outboard, stainless winches, more. Race or cruise. \$6,300 obo. (707) 838-6135.

16.5-FT WOOD SAILBOAT, ready to sail, new exterior paint. Sails, main and jib are in great condition. Full sized trailer is very clean. Great lake or bay boat. Priced to sell immediately. \$550. 1995 registration is current. (408) 253-4555.

1969 ERICSON 23-FT, Yamaha motor only used 30 hrs. 2 jibs, self-furling, new battery, porta potti, slp 4, docked at Richmond Marina. Must sell. \$3,000 obo. (510) 234-0628 or (510) 237-4934.

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17-FT MOLLY, 1988. Traditional gaff-cat rigged, modern construction, quality fiberglass scantlings. Designed and built on the bay for bay and delta sailing. Called a "small yacht" by *Small Boat Journal*. Hauled, professional bottom paint 10/94, diver inspected monthly. Totally equipped: Yanmar diesel inboard, Signet depth, speed, and wind meters. Cushions, sail cover and full boat cover, teak grates, cedar lined cabin with 2 full size berths and porta-potti, 2 anchors, all safety gear, charts, etc. Ready to go sailing. Retail \$23,000, blue book \$12,500. I'll take \$10,995. Glen Cove Marina, Vallejo. (707) 553-2289.

SANTANA 22. 4.5 hp Johnson o/b runs good, new standing rigging 5/94, 2 mains, 2 jibs, excellent RWC berthing situation makes this an excellent opportunity to get into a nice starter boat. A steal at \$2,200. Peter, (408) 733-6403.

1980 CATALINA 22. Swing keel on excellent condition trailer. New LPU hull and topsides. New bottom job. All necessary equipment. Lake, Bay or Ocean, take anywhere. \$3,950. (510) 237-0140.

CATALINA 22, 1987. Swing keel, Honda 7.5/LS, trailer. Custom factory boat, DS/new VHF/compass. Just about all factory options and more goodies, complete covers. This is a babied and in pristine condition freshwater boat. Asking \$8,700. Call (415) 595-4837.

O'DAY 15. Open deck. Like new condition. Crisp sails, lines, oar, fenders. White with blue stripes. On EZ-loader trailer with spare wheel and tire. Great for day sailing. \$1,900. (415) 967-2243, Russ Wood.

23-FT CAPE DORY, 1985. Quality. Full keel, complete set of sails. Family expands - reason for sale. \$7,800 obo. Sausalito berth. Call Ron, (415) 348-1114.

WINDWARD 24 daysailer/overnighter, sleeps 4, galley, 3 sails (new main), 7.5 Honda o/b, new VHF, new battery, full keel fiberglass sloop, solar battery charger, Coyote Point berth. \$2,500 obo. (408) 227-4272, after 7 pm or lv. msg., Robert.

MOORE 24 SC, 1984. Excellent cond. with trailer, o/b, 5 sails. Lightly used, not raced. \$12,500 obo. (707) 884-4136.

SANTANA 22 on double axle trailer. 7.5 Honda o/b. Singlehand and race rigged with upgraded rigging. Keel bolts. Chain plates. Rudder shaft, and more (no worries). 3 jibs, 2 mains, spinnaker. Reduced to \$4,250. (415) 364-7349.

CAL 20, '73. Great boat to sail. Comes with a set of sails, updated rigging, o/b motor, new running lights, BBQ, anchor and more. If no calls, I'm gonna pawn it. Call Ed at (510) 553-1995 or (415) 585-8123.

SANTANA 2023C, 1994. Nearly new, unnamed. Water ballast. Super sailing, easy trailering. Deluxe interior: opening ports/hatch, pop-top, teak, table. Roller furling. '94 Mercury 5 hp. '94 trailer. \$16,450. Will deliver. Trade for larger sailboat? (503) 687-9329.

CATALINA 22, 1974. Swing keel, pop top, VHF, 100% 150% jibs. Honda 4-stroke 9.9 hp o/b. Santa Cruz slip W-7 comes with boat. \$2,950 offers. (408) 479-4881.

22-FT FALMOUTH CUTTER. Mexico vet. Bristol condition. Custom interior. Tanbark sails, cruising spinnaker, storm staysail. Propane stove, 50 gals. water, 3 anchors, windvane, depthsounder, 8 hp o/b, Furuno 1621 radar, CD stereo, dodger, awnings/covers, 2 APs, gel batteries. \$28,500 obo. (415) 634-5363.

CAL 20. For sale or partnership (inquire). Berkeley slip. Recent standing rigging, keel bolts, and bottom paint. 4 mains, 2 jibs, spinnaker, DS, compass, 2 anchors, life jackets, oars, sailcover, etc. 4 hp Mercury on transom. \$1,700 obo. Michael, (510) 215-7902, lv. msg.

J/24, always dry-sailed from the San Francisco cityfront, brand new mast, large sail inventory, new headsails, new style hatch, 4.5 hp o/b, Caulkins double axle trailer. \$8,000 obo. Call (415) 435-4899, lv. msg.

SANTANA 22, designed specifically for S. F. Bay. New mast, boom, chain plates, rigging, main, spinnaker, windows, and rebuilt 6 hp o/b, & toilet. Ultra clean interior. Re-strengthened mast step. Several other sails. All lines led back. Free sailing lessons. \$2,900 obo. Mike, (510) 373-8472.

CAL 20'S. Three available. Pick the one you like. \$1,000. Rich, (510) 843-4200.

J/24. Professionally faired hull, keel and rudder, wood floor, mast and rigging new in '92. New boom, 2 sets of North Sails, 1 set of Sobstad, Danforth anchor and chain, 3.5 hp Tohatsu o/b. Caulkins trailer. \$12,900 obo. Call (415) 381-9814 or (415) 331-2739.

CAL 20. Fine family boat. Must sell. 3 sails, 7.5 hp o/b. Many extras. A steal at \$950 obo. Call (415) 321-2929.

PEARSON 23, 1982. Strong, swift, single sail, unstayed rig. Large cockpit, cabin & double berth. VHF, porta-potti, anchor. Mariner 8 hp low hrs. Great singlehander. Reduced \$4,495. Vallejo berth. (916) 393-6901.

SANTANA 22. 1/2 share, new sails, updated rigging, jiffy reefing, all lines lead aft, 6 hp Johnson, Sausalito berth, \$1,500 with low monthly. (415) 641-9239.

RANGER 23, 1977. Excellent condition. The mast, standing rigging and wiring are like new. Two winches are new. All lines lead aft and she is rigged for racing. Great one design bay boat. \$4,500. (510) 465-7998 eves; (510) 238-2209 dys.

SAN FRANCISCO BAY PELICAN, custom sails & rigging, West System epoxy throughout, roller furling jib, 5 hp o/b, trailer, custom cover, many extras. \$5,000. (510) 581-6511. A Bay classic. Call and ask for Glen.

WILDERNESS 21, 1979. 5 sails including spinnaker and gear. 4 hp o/b. Boat is in very good condition. \$3,500 obo. (510) 523-5365.

ISLANDER BAHAMA 24. Good main, jib, genoa, small spinnaker, Johnson o/b. Strong sturdy, very sailable. Located at Lake Tahoe, I can transport. We're moving up and must sell. \$1,800 obo. Will consider trade for dinghy with outboard. (702) 588-1473.

CORONADO C-15. 15-ft two person with racing package, le trapeze, harness, and two sets of sails. New deck design, hull #3559. good to excellent condition. Also Caulkins trailer (wheels never in water). Fantastic results in Huntington Regatta. \$1,700. (707) 253-7337.

SANTANA 22, Berkeley slip. Good condition, 6 hp Evinrude o/b, VHF, spinnaker, anchor, rigged for singlehand. \$2,900 obo. (510) 524-6883.

STONEHORSE, 24-FT, 28-ft overall, full keel, Crocker designed cutter, 5 hp inboard diesel, new mainsail, sprit mounted fisherman's anchor, lazy jacks, steers itself, documented. \$6,500. (415) 661-5510.

1981 MOORE 24 hull 88, *Tonapah Low.* New rig & rigging. 2 sets sails, 1 in exc. condition. 1 cruising set. With trailer. \$10,000 obo. Call (408) 899-5187.

WAVELENGTH 24, 1984. Beautiful hull, trailer, 4.5 Mariner o/b, 80% dacron, 95% mylar, 125% dacron, brand new 110% North mylar, 146%-155% mylar, 3/4oz. Pineapple spinn. KM, compass, Loran, Harken hardware, faired keel, race ready. \$8,200/offer. (707) 277-9763.

RANGER 23. *Red Fox*, 6 sails, 8 winches, tandem axle trailer, 2 compasses, 6 hp o/b, race rigged, epoxy bottom. Asking \$6,000. Phone Tom, (415) 899-4465 w; (707) 778-0291 h.

CATALINA 22, 1973. Swing keel with trailer. Great condition. New topside and bottom paint 8/94. New cushion covers, VHF, antenna, dodger, 150 & 90% jibs, Johnson 6 hp o/b. Alameda berth. \$3,900 obo. (408) 377-1902.

22-FT MacGREGOR. Completely equipped: all electronics, safety-gear, anchors, lines, many more extras for fun weekends on the bay. Just bring food, drinks. Includes trailer, motor. From driveway to Bay in 1 hr. Yours for only \$2,995. What a bargain. Call (408) 266-7245.

YANKEE DOLPHIN. 24-ft Sparkman & Stephens design, 1971. In fresh water since 1984. This boat could be yours. Call me and let's talk. Motivated. \$6,000. (707) 453-0316. Please, no Friday night or Saturday day calls, thanks.

ISLANDER BAHAMA 24. Very good condition, new interior paint and varnish, 7.5 Evinrude with cockpit controls. Genoa and club jibs, VHF, new battery and charger. Porta-potti and sink. \$2,750. Call (510) 253-1237, (510) 985-2777 or (510) 451-6711.

CATALINA 22, 1984, always dry sailed, great condition, low use. Lines led aft, 4 winches, VHF, DS, compass, 7.5 Honda o/b. Sails: 95% (new), 150% (new), 110%, main. Pop-top cover, trailer. Excellent delta & lake boat. \$6,500. Call (707) 864-6608.

23-FT BEAUTIFUL CLASSIC Danish Spidsgatter. Built 1938. Full keel 3 ton sloop with small inboard and full boat cover. This is a great well maintained vessel designed for heavy weather sailing and is much admired. \$3,250. (510) 521-5427.

STARBOAT & TRAILER. Get going on your Olympic Campaign. 1982 Gerard with aluminum trailer. \$1,500 obo. Rob Anderson (510) 642-8556.

FREEDOM 21. Great little bay boat, ready to sail. Built by Tillotson Pearson in 1983. Laid out for easy sailing. \$4,000 obo. Call Rob Anderson (510) 642-8556.

HOLDER 20. Great boat in great shape, ready to sail. Built by Hobie in 1984. Zeman trailer, spinnaker gear, with lots of extras. \$4,000 obo. Call Rob at (510) 642-8556.

23' BEAR "SCAMPER". A lightly used solid classic available from the Bay Area's most active all wood One Design fleet for just \$3,500. Join the Bears now in their 64th season of tough as nails competition. Call Chris (510) 339-1071.

EXCELLENT CONDITION Venture 22' lightly used, day sailed only four times. Swing keel, pop top, main and jib crisp, clean, like new, really. Cushions and interior immaculate, with trailer in Davis. \$3,200 obo call (916) 862-1549. Please lv. msg.

COLUMBIA 23, 7.5 Honda, shoal draft, tandem trailer, compass, depthfinder, galley, water tank, VHF, extras. Well maintained, bay sailed. Great daysailer or boat camping. \$3,900. Call Ron (805) 967-8615 (Sta. Barb).

COLUMBIA CHALLENGER 24, 1964. Ready to sail. Great 7.5 Mercury motor, hand-held VHF, 5 sails, head, Harken hardware, jiffy reef, new battery. Everything works. Sturdy, fun Bay sailer. \$3,000. Sausalito berth. Moving. Call James, (415) 221-6733 or Steve, (415) 331-5919.

SANTANA 22. For sale, red hull, fun, race-rigged, o/b motor, Pineapple and North jibs, North main, docked in Sausalito. Call Gina, (415) 391-5055. \$3,500 or partnership \$1,750 plus monthly docking fee.

25 TO 28 FEET

CATALINA 27, 1977. Pineapple main and furling 110 jib. Dodger, new autohelm autopilot, new Pioneer CD, Ioran, VHF, DS. Dinette style interior, head with holding tank, 110V shore power, dual batteries with charger, 2 anchors. All safety equipment included. 30 hp Atomic 4 inboard, complete bottom job 3/93. Great Coyote Point berth. Delta veteran and ready to go again. This is my baby, but new baby (pregnancy) forces sale. \$10,500 (408) 992-0575.

CAL 2-27, 1976. Atomic 4, hauled 3/94, new standing and running rigging, DS, recent upholstery, opening ports and Racor-fuel filter. Alameda berth. (510) 865-5388, eves. Moving, must sell. \$9,000 obo.

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PACIFIC SEACRAFT, DANA, 1986. 27' LOA. Sturdy, stable. Sloop, singlehanded rigging, 4 sails, inboard Yanmar diesel, DS, KM, VHF, 25lb CQR, enclosed head/shower, gimbaled CNG stove/oven, 2 water tanks, sleeps 4. Vallejo. \$49,000. (916) 477-8421, eves.

CATALINA 27, 1972. Excellent condition, singlehanded rigged, lessons, 9.9 Evinrude o/b "as new", autopilot w/remote available, hauled '92, radio, DS, main, jib, shore power, galley, maintained weekly, extras, reduced to sell, \$6,950. Diane, (408) 929-6510.

EXPRESS 27, 1983 w/tandem axle trailer, sail comp compass, 2 sets of sails, Speedo. Go fast for less. \$16,000 obo. (412) 741-5346.

INTERNATIONAL FOLKBOAT, 26-ft, new bottom paint, Awlgrip topsides, new nonskid decks, teak interior, Honda 8 hp o/b 40 hrs., VHF, DS, KM. All Coast Guard equipment, 6 sails. Terrific Bay boat, prettiest Folkboat in the area. \$9,500. (408) 927-6429.

CAL 2-27, 1978. Low miles, well maintained. Atomic 4, epoxy bottom. Ready to go for the season. Call for inventory listing. Better see this one before you buy. Priced to sell at \$12,000. (415) 361-2024 dys; (415) 692-4099 eves.

OLSON 25, 1985. Lake sailed, new main, 155, spin. Heavy duty dual axle trailer. The very best 25 you can find. \$19,500 or offer. (209) 226-7611.

CAL 27, 1973. Great Bay and Delta boat. 2 mains, 3 jibs, spinnaker. Inboard, DS, KM, VHF. Interior fire damage. No hull damage. Well maintained sailing condition. Fix or race. As is, \$3,500 obo. (209) 465-9761.

PEARSON 28, 1977. 7 bags of sails, Autohelm, dodger, Loran, VHF, knot, log, depth, Atomic 4, legal head. All in good to excellent condition. \$14,000. (707) 445-3479 eves. Fax (707) 822-0546 anytime.

ERICSON 27, 1972. Sturdy, reliable bay boat. Rerigged for singlehanded. Long list of upgrades. Honda 10 hp, long shaft, with 5 amp alternator. Excellent condition. Asking \$9,950. No dealers. In Alameda. Rick, (707) 446-4028.

MacGREGOR 26, 1987 and trailer. 8 hp Tohatsu o/b, gennie, jib and jiffy reefing mainsail. Lines led aft. Cushions, cassette radio, porta-potti, bottom paint. No blisters. Napa. See in or out of water. \$5,500. (707) 255-6437.

25-FT CATALINA swing keel, 1981. Extra gear, 3 jibs, DS, KM and more. Looks sharp. \$7,900. Call Tom, (510) 625-4619.

26-FT VERTUE sloop, 1987. A classic and proven Laurent Giles designed pocket cruiser. Port Orford cedar on white oak. BMW diesel. Aluminum mast. Stainless rigging. 5 sails. \$25,000. (360) 376-3627 eves.

KIRBY 25, 1979 race/cruise sloop by Ontario Yachts in outstanding condition. Faster, prettier and better built than a J/24 at 1/2 the price. 2 mains, 2 jibs, spinnaker, LPU hull, 6 hp o/b. \$4,800 w/o trailer, \$5,800 w/trailer. Call (510) 236-1933.

28-FT CLASSIC SLOOP King's Cruiser, mahogany on oak. Frames replaced & refastened recent. New bottom 1994. Recent engine rebuild (Volvo MD 1). Sleeps 4, AP, DS, KM, Loran, VHF, many extras. Great coastal cruiser or bluewater. Fast, safe, strong. Monterey slip. \$6,500. Don, (408) 663-0208.

EXPRESS 27, Zesty, 1982. Race winner, excellent condition, ready to race/cruise Bay or ocean, new jib and polyester spinnaker, 3+ sets of sails, 1 y/o Johnson 4hp, trailer. \$18,950. Call (415) 341-1778.

CATALINA 27, 1981. Standard rig, diesel, forward galley, dinette, large quarterberths, stereo, VHF, depth, knots, modified for single-handing. Main with 2 reefs, 150%, club foot #3 and #4 all excellent condition, 6 winches. Freshwater boat. \$12,999. Rob, (209) 943-7294.

CATALINA 27, tall rig. Well maintained. Good racing record. One owner. Pineapple main, Sobstad Genesis club jib. Practically new Nissan 9.9, Signet knot, Horizon depth, Danforth compass. Dual batteries. \$10,500. See at Stockton Sailing Club, B-16. (209) 464-0983.

O'DAY 26-FT, '84, excellent cond. Great Bay or Delta boat, trailerable, '91 Yamaha, dodger, shore power, pressure H2O, VHF, depth, dodger. Full canvas, new standing rig '94, new running rig '93. \$9,950. (408) 479-4692.

O'DAY 27, 1986. Diesel inboard. Wing keel, stable Bay boat. Roomy interior, loaded with extras. Well maintained in excellent condition. Must sell \$15,500. Call for details. (510) 228-2852 or lv. msg.

CAL 25, 1971. Good condition, Pineapple main, shore power, epoxy bottom 4/93. 6 hp Evinrude, depth, VHF, and lots of gear. \$4,500 obo. Jim, (707) 544-2822 dys; (707) 575-5625 eves.

CAL 2-25, 1978. So clean the appraiser argued the diesel was new. Great Bay and Delta boat with custom galley. North sails, VHF, DS, 5'10" headroom. Bottom painted 3/94. See at berth 82, Alameda Marina. Best buy, only \$9,900. (707) 995-3447.

CAL 27 T-2, 1974. Nice clean boat, 2 mains, 3 jibs, spinnaker, diesel, VHF, FM cassette, depth, speed, comp, 2 anchors, etc. Delta berth. \$8,500 obo. (916) 265-9295.

O'DAY 27 very roomy teak interior, 6' headroom, sleeps 5, great liveaboard, Atomic 2 inboard, 4 sails, lead keel, bronze shaft & propeller, stove with oven, compass, depthsounder, VHF, shore power, oversized winches. Santa Cruz slip. \$8,000. (408) 464-9302.

MUST SELL. 1983 Catalina 27-ft. Very good condition, dinette design, sleeps 6, low hour Atomic diesel, alcohol stove, BBQ grill, plumbed for head, new bottom paint, many extras. Berthed in Alameda. \$16,000. Call Sheryl, (510) 521-6762.

RANGER 26. Best value on the Bay, great for Delta, exciting one design racing. This well maintained boat has a full set of class sails, light & heavy 150, o/b with generator, Loran, DS and other goodies. Easy short-handed sailing with Autohelm, lines led aft and upgraded winches. \$6,000. (415) 579-4519 or (415) 965-0751.

SOUTHERN CROSS 28, 1979/80. Tom Gilmer classic canoe-stem, offshore, documented cutter. Superior in construction to Pacific Seacraft, but far more lovely. See *Sinbad* at Alameda Marina #194. Asking only \$31,000.

1971 CAL 27, 6hp Evinrude. Great condition, new standing and running rigging, lines run aft. Already moved to L.A., must sell. \$4,500. Call (310) 827-4464 ext. 1237 wk, (213) 384-8511 hm.

26-FT PEARSON COMMANDER, 1965. Her classic beauty will last. Stiff, able, comfortable, fast. Full-keeled, she takes to blue water like she was twice her size. She's mastercrafted in long-life, hand-laid fiberglass for lasting value. \$5,200. (707) 539-6897.

EXPRESS 27 Sea Speed, former Bay champion ex-Leon Russell, still in top shape, dry sailed, w/ trailer. For fact sheet and info: (808) 531-7715 days/eves. \$18,000.

CHEOY LEE OFFSHORE 27, \$9,000. Great condition, one owner since 1978, Volvo Penta diesel, f/g hull, teak decks, tiller, club jib, galley w/sink, gas stove, head, 2 cabins w/two quarter berths, v-berth, VHF, knt, dph. Berthed at Norpac Yachts, San Rafael. (707) 938-8185 dy/eve. (707) 935-9795.

'25 ALBIN MOTORSAILER (SWEDISH). Main & after cabin Lotts teak, full eqipt. Original diesel engine recently maintained by Tom Hall experts. \$12,659. Watergate upwind berth. (510) 601-0615.

ISLANDER 28, 1977 lots of new upgrades, new Profurl roller furling jib, new bottom paint '94, newly varnished, extra head sail, wheel, VHF, enclosed head, teak interior, sleeps five, low engine hours. \$13,500. (415) 499-7707.

26-FT MacGREGOR, Gashouse Cove, SF Marina, 9 hp Evinrude, extra sails, ship to shore radio, am/fm cassette, head, sink, tools, sail cover, rigged for SF Bay. Loaded. \$8,000. Pete, (415) 661-4120 or Dan, (415) 441-8253.

NOR'SEA 27. Factory built, aft cockpit. Cruising veteran with recent refit. Best equipped pocket cruiser at any price. Cruise ready with an extensive inventory. Call for spec. list and photos. (415) 332-1031.

MacGREGOR 26, 1988. 7.5 hp Honda o/b. \$6,500 includes trailer. Loch Lomond Marina. Please call (415) 381-4446 wklys or (415) 459-1301 eves/wknds.

ISLANDER 28, 1981, very clean, excellent condition, hauled and survey 2/95, 4 headsails, Loran, VHF, KM, DS, stereo, diesel, Autohelm. \$17,900. (415) 488-9504 or (510) 231-8261.

27-FT SANTANA (1968) sloop fiberglass hull with 4 coat epoxy bottom, fin keel, aluminum mast, 2 batt. 12 volt electrical system, 15 gal fuel tank, 1 fresh water tank, sleeps 6, enclosed head, 2 sinks, 2 burner alcohol stove, 4 sails, 4 yr. old Pineapple sails, full batten main, 120 jib/Harken reefing, whisker pole, VHF, DS, KM, large hull mounted compass, lots of teak, 2nd 27-ft inboard Santana ever made, Gary Mull design, 2nd owner. EZ Jax main reefing, internal mast halyards, all lines lead aft, Atomic 4 engine. In great condition. Very clean. Owner may finance. \$9,500 or make offer. Mike Noble, (916) 756-4968 or (707) 745-0171.

SANTA CRUZ 27. Saltshaker, hull #116 built in 1979. Excellent condition with full inventory of Larsen sails. Great one design competitor with excellent race record. Includes Trail-Rite trailer. \$16,500. (408) 757-4107 dys; (408) 455-0584 eves/wknds.

COLUMBIA 26 Mark I, excellent condition, standing room cabin, recently painted/refinished, new upholstery, sleeps 4, roller furling jib, Harken traveler electric start 9.9 Mercury o/b, electric fridge, new head. Reduced \$1,500 to \$5,000 obo. Call Tony at (415) 854-5573.

CAL 2-27, 1975. Fully equipped, new epoxy bottom, new LP topsides, new main, new 120, spinnaker, 4 addl. sails, custom cabin-top traveler, CNG stove, Atomic 4 inboard engine, sleeps 4, KM, DS, VHF. \$12,000. (510) 524-2906, lv. msg.

CATALINA 25-FT, 1979. Swing keel, three sails, Honda o/b, DS, KM, portable VHF, battery charger, propane stove, BBQ, pop-top with enclosure curtain, complete cockpit cushions, boom tent, swim ladder. Many extras. \$7,500. No trailer. Stockton Sailing Club F-13. (209) 529-3256.

CATALINA 27, 1976. Atomic 4, 4 sails, Loran, nice interior. Moved. Must sell. Good boat priced right at \$4,300. (407) 788-7347.



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ISLANDER 28 '76. Great Bay boat. 8 sails (110, 130, 150, 2 mains, drifter, 2 spinnakers) and all gear. 6 winches - set up for single handing. Teak interior, sleeps 6. Volvo diesel, VHF, KM, alcohol stove, etc. Our baby is due soon. Make any reasonable \$ offer. (415) 330-5611.

EXPRESS 27, #51. Two sets of sails, double axle trailer, digital compass, KM, windward sheeting traveler car, 16:1 backstay on Barney post. New mast and standing rigging, 1990. \$16,000 obo. (412) 741-5346.

CATALINA 27, hull #131; dinette interior, 6 sail inventory, 6 winches, spinnaker pole, Loran, VHF, am/fm radio, compass, Johnson 9.9 electric longshaft. Hauled in 9/94. Jack London Square berth (great view). Ask for Ron. (510) 838-0214. \$5,500.

DANA 24 (LOA 27 ft.) 1985, 250 hrs. on eng., fully equipped cruising sloop, Hunter green hull, new bottom paint, extensive upgrades with most options, EZ-Loader trailer. Located in Arizona on freshwater lake. \$55,000 firm. (602) 941-0542.

1990 MacGREGOR 26. Water ballast with daggerboard, 9.9 Honda w/ elect. start and generator. Depthsounder, compass, lazy jacks, cover for pop-top, epoxy barrier bottom protection, excellent condition. \$8,800. (510) 795-7548, lv. msg. (510) 793-7032, eves.

CAL 2-27, 1977. Lightly used. Excellent condition, new bottom paint and new KM/DS. Fannyman diesel. Original sails plus 150, 90 and storm jibs, VHF radio and uninstalled Loran. Alcohol stove, ice box, head w/holding tank, battery charger and safety equipment. Active sailing and racing assn. with full headroom its great for Bay, Delta and coastal cruising. Now idle in Oakland berth, seeks active owner. Make offer. Call (408) 475-8162 or message at (510) 531-0658.

CATALINA 25, 1985. Fixed keel, new 1994 Nissan 8 hp, 3 jibs, VHF, shore power, Tiller/pilot, inflatable, pop-top, cushions, stereo, swim ladder and more. Original owner. Transfer for sale. Trades considered. \$5,200. Also 7.5 Honda, \$100. Dave, (707) 553-8963.

CATALINA 25, 1981, fixed keel, pop top, Honda 9.9, shore power, dual batteries with charger, new spinnaker, whisker pole, marine head, interior looks like new, exterior excellent condition, VHF, KM. \$8,600. Gregory, (510) 420-1676.

26-FT FRISCO FLYER, Cheoy Lee, FG, DS, VHF, 1 cyl Volvo diesel. All in good cond. Must sell during May. \$6,000 firm. Berth #69, Fifth Ave. Marina, Oakland Estuary. See next month's ad for phone number.

HUNTER 25, sailboat in good condition; wonderful for families with sleeping quarters. Payment plan available. Will give a few hours free sailing lessons. Bargain at \$7,500. Must sell. Call Rod at (619) 280-0060.

HUNTER 27, 1988. Fast fun boat, very sharp. Well maintained boat, sail covers, roller furling jib, dual battery w/charger, 110 power, Loran, VHF radio, depth, speed, compass, CD-stereo w/amp, head, galley, 9.9 hp Tohatsu o/b, stainless BBQ, 2 anchors, berthed in Alameda. Ready to sail. \$15,000. Call Michael, (408) 988-1409 x687 wk, (408) 246-5789 hm.

RANGER 26, 1972. Well maintained, new stainless steel keelbolts, all lines led aft, spinnaker gear, two anchors, VHF, KM, compass, charts, 7.5 hp o/b and more. Easily singlehanded. Sleeps 4. Moving. \$3,950. Call Pete at (707) 646-8489 dys or (707) 557-5670 eves.

CHEOY LEE 26 fiberglass. Radar, GPS, DS, AP, etc. (all are new). Roller furling, 10 hp Mercury, much more. A beautiful cruising yacht, actively sailed. \$9,500 (or less minus electronics.) Also Navik windvane self-steering, complete \$975. Tim, (510) 684-0916.

CATALINA 27, 1985. Diesel, new bottom and topside paint 94, furling jib, 3 anchors, 5 winches, depth, compass and knot gauges, whisker pole, adj. backstay, head with tank, galley, good sails, excellent boat. \$16,850. (510) 672-1681.

27-FT THUNDERBIRD SLOOP. Sail now, but needs work. VHF, KM, singlehand rig, anchor, brightwork, depth, compass, spinnaker. \$2,500 obo. (510) 651-2775, before 10 pm, lv. msg.

CAL 2-27, 1974. Much loved: new outboard, new bottom, new battery, but new job in Tucson so must sell. Roomy interior, lots of teak. Excellent Bayboat. DS, stereo, VHF. Berkeley berth. \$6,800. Call (510) 540-7818 or (520) 621-4077, (email: mbrown@LPL.arizona.edu).

WILLIAM ATKINS designed 27-ft LOA gaff cutter. Built by master boat builder Dean Stephens 1979. Vertical grain fir on oak, iron bark keelson, stem, hom timber, lead ballast, Honduras mahogany cabin, Sitka spruce spars, tanbark sails. Volvo diesel, VHF, depth, dual batteries. New upholstery in cozy sitting headroom cabin of fir, pine, mahogany, walnut and oak. New canvas sail covers. Full boat cover. Beautiful pocket cruiser, offshore capable in ex-cond. Serious only. \$9,750. (510) 521-5427.

27-FT MODIFIED VERTUE, 1955 classic wood sloop. Yanmar diesel, dinghy, AP, teak deck, dodger. Hull refastened and rebuilt interior. A great sailing boat, reasonably priced, that needs a new owner to care for her. Asking \$4,500. Call Bruce, (415) 595-1934.

CAL 2-27, 1976. Atomic 4, new standing and running rigging, DS, shore power, opening ports. \$9,000. (510) 865-5388.

HUNTER 27. Great family boat for Bay and Delta. 3 sails, diesel, wheel, new running rigging, new batteries. Depth, KM, VHF. Must see, \$14,500, best offer. (510) 356-1312 dys, (510) 778-9732 eves/wknds.

1982 WINDROSE (LAGUNA) 26-FT fixed keel. VHF depth meter and alarm, compass, new 18 hp o/b. Main plus 2 jibs, 2 anchors, life jackets. Full standing room interior, alcohol stove, portable head. \$5,000. (209) 529-4125 after 5 pm.

'88 BENETEAU FIRST 285. Excellent condition. New fully battened main with lazy jacks, Harken roller furling jib, spinnaker gear, wheel steering, wing keel. \$29,000 firm. (415) 931-0578.

CATALINA 27, 1976. Teak interior, roomy dinette design. Great Bay boat. Stove, head, VHF, DS, compass, extra jib. New battery, anchor. 9.9 Evinrude with alternator. Remote inside cockpit controls. Excellent condition. \$7,900. Call (415) 592-3688.

CATALINA 27 1973. Tall rig-dinette version; all lines led aft. Interior 4 years new. Harken roller furling, spinnaker & gear, Atomic 4/b, depthfinder, VHF, etc. Excellent condition. Got two boats. Wife says sell. \$8,600 takes her. (707) 426-2357.

CHEOY LEE 26. Beautiful. Fiberglass bottom-teak topside. Full cover. Seven bags of sails. Volvo diesel 1/b; dual batteries, depthsounder, knotmeter, VHF, stove, enclosed porta-potti, dodger. Captain away 'til winter; first mate can't sail. \$9,500. (510) 370-9338.

COLUMBIA 28, 1970. Main with reef, 110, 115, 150 jibs, spinnaker, running rigging to cockpit radio, DS, compass, anchor, dodger, strong Atomic 4, cushions, screens, well maintained. \$8,900. Contact (510) 866-7352, (707) 554-3912.

CAL 25-FT. Perfect bay cruiser. Self-tailing winches, marine radio, 5 jibs, 2 mairs, 2 spinnakers, newly rebuilt Evinrude 9.9 hp. Bathroom, entire boat in good shape. \$4,000 let's talk. 1-day sailing lesson if needed. (510) 654-4977.

ISLANDER 28, 1978. Great Bay boat, excellent condition. Richmond berth. New bottom in '93; paint in '94; tiller; 4 sails incl. spinnaker; Volvo diesel; beautiful teak and oak cabin, teak and holly sole; many extras. \$15,000. (510) 372-5830.

FREEDOM 25, 1984. Turns heads. Newer 9.9 Evinrude refreshed 3/95, new Loran, battery charger, Signet instruments, bright teak & holly sole, cetol on exterior wood, other upgrades, lines led aft, easy sailor, possible delivery, current photos available. \$15,000, neg. (707) 441-1007.

GREAT BOAT, GREAT PRICE. 1982 Catalina 27, fully equipped to cruise or start racing. Atomic 4 inboard, Martec folding prop, dual batteries, safety package, anchor and rode, dinette interior w/all cushions, cockpit cushions, tiller extension, Harken traveler, VHF, 7 winches, lines led aft, DS, KM, SailComp package w/true & apparent wind, countdown timer, 85 & 110 jibs, main 3/4 oz. spinnaker, all spinnaker gear, faired bottom guaranteed blister free. \$7,650. Gary, (510) 522-0566.

OLSON 25, 1984. Excellent condition. "Deluxe" model. Rugged for shorthanded ocean sailing. Too many upgrades to list. 11 bags sails, kevlar main, 155, 90. 1991 TrailRite trailer. Evinrude 4 hp, KM, depth, VHF. \$15,900. (415) 454-8654.

ISLANDER 28, 1978 tall rig; Atomic 4 Inboard, full batten main, full battent jib, storm jib, jib, spinnaker, VHF, depth finder, knot meter, wind speed/direction, stereo radio, auto helm, feathering prop, 2 batteries and charger, many extras. Call (209) 948-8081. \$18,000.

CATALINA 27. Evinrude, VHF, Loran, depth and KM, Autohelm. New interior cushions. New bottom paint. Many, many extras. Rolly Tasker mainsail and furling jibs (110 and 90), cruising spinnaker. Excellent buy. Must see to believe. Call David (916) 393-5565.

SAN JUAN 28, 1980. Yanmar diesel engine, 10' beam, 6'2" headroom, sleeps 6. Sails: main, jib, genoa and spinnaker. Excellent condition. Loran C. \$15,000 obo. For specifications sheet call (916) 763-9826. Please lv. msg. (in Sacramento).

27' SWEDISH BUILT VEGA with Albin gas inboard. Very clean with dodger. This design is a proven offshore cruiser, ideal for bay, delta or ocean sailing. Sistership featured in John Neal's "Log of the Mahina". \$6,750 (510) 521-5427.

CATALINA 25, great bay boat in excellent shape, fixed keel, tiller pilot, Honda 8.0, pop top with cover, whisker pole, VHF, dual batteries, cockpit cushions, split adj. backstay, many extras. Benicia berth. \$7,900. Ken (707) 745-0226.

SEXTANT 25, 1962. Dutch built auxiliary weekender sloop. Danish Marstal gas inboard engine and spare engine for parts. Main, 3 headsails, 2 berths and v-berth. Sink and water tank. Some upgrading. Cosmetic work needed. Sausalito berth. \$3,500/obo. (415) 332-4199.

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29 TO 31 FEET

CAL 9.2, 1982. Sloop 30 foot Atomic 4 diesel, fully equipped new upholstery, in Redwood City slip. \$18,000. Don, (415) 962-2472 or (408) 734-4507.

J/29, 1984. All race gear. Successful record. Ocean racing equipped. Berthed in SF City Marina. Many extras. \$14,950 firm. Peter Cunningham, (415) 961-3300 dys/lv. msg.

CAL 3-30. Very good condition: LP hull & deck, keel, rudder & bottom faired with epoxy barrier coat, excellent sail inventory, Atomic 4, custom interior, galley, nav. station, head, sleeps 5, many extras. Call for list. \$17,500. (805) 985-4746, Oxnard.

NEWPORT 30 III, 1982. Loaded and in excellent condition. Unique sails rig with furling jib and main. Low hour diesel, custom wheel, new dodger, depthfinder, RDF, oven/stove, custom interior, VHF, indoor/out stereo, 2 anchors/windlass, shower, self-tailing winches, more. \$26,900. (510) 655-9469, Rick K.

ETCHELLS. The fast boat you want in the most competitive fleet in San Francisco Bay. New mast, faired fins, many sails, well managed sail card, full cover, two axle trailer. Lots of everything in top condition. \$18,000. Dave (415) 365-8972 phone/fax.

COLUMBIA 8.7, 1977. Alan Payne designed 29-ft sloop. New standing rigging, mast paint, bottom paint, halyards. Roomy wide beam cruiser, sleeps 5 with quarter berth. Teak and holly sole. Wheel steering, Atomic 4, 2-speed winches. \$15,000. (415) 854-7762.

CATALINA 30, 1977. Clean, 4 jibs including new self-tending, wheel, Yanmar diesel with stainless exhaust, lines aft, DS, KM, VHF, stereo, folding prop, holding tank, oven, pressurized water, anchors, painted spars, dual charger, 10 years in Delta. \$19,500. (415) 323-0667.

J/29, '84 masthead. Inboard. 12 bag North Inventory including new 155% genoa. Signet KM, Sailcomp, Loran, VHF, Autopilot, RDF. Tabernacle mast. Great race record, fun cruiser. Must sell, new boat coming. \$26,500. Apr. 1, price drops \$500/mo. 'til sold. Hurry. (714) 635-5573 d, (310) 592-1660 e.

30-FT KNARR (0110). Beautiful monocoque racing sailboat. Varnished hull, new mast and rigging, excellent condition. See her, sail her, buy her. \$6,500 obo. Call Marc, (415) 873-7140.

ISLANDER 30, 1971 city pressured cold & 110 volt hot water. 12 volt power source/charger. 110 volt-refrigerator. Legal head, 8 winches, 3 head sails, 2 mains, 1 spinnaker. New Interior cushions. AC wired, new VHF, stereo. \$10,000. Call (510) 436-4015.

OLSON 30, 12 sails, fully equipped, excellent shape, 2 axle trailer, \$19,000. Garry Owens, (209) 228-3517 wk; (209) 298-4874 hm.

BODEGA 30, 1976. Full keel, world cruiser, Chuck Burns designed, new rigging, VHF, pressure water, shower, CQR and Danforth, 3/8 chain, new windlass, club footed or loose footed headsail, custom interior. By owner. \$12,500. Sausalito berthed. (415) 332-3624.

BABA 30, 1978. Robert Perry's perfect world cruiser for two. Original owner. Twelve years cruising experience. Every necessity and comfort installed. Re-fit and LP paint job completed 9/94. Ready to cruise now. For brochure and specifications, call (510) 687-8601.

OLSON 911S. Built by Olson, this boat has a great racing record but is also an excellent cruising boat. Recently hauled and in excellent condition with many extras. \$45,000. Call (510) 521-9059 for details.

ISLANDER 30 MKII. Clean and maintained. Atomic 4. Jib, main, storm jib. Many new deck wood covers. Must sell, make offer. Asking \$16,000. Brisbane Marina. Call Dennis, (415) 697-5329 dys or (415) 592-6936 eves/wknds. Partnership possibility.

ISLANDER 30 MKII, 1975. Sail no. 6212. Wheel, diesel, KM, DS, VHF, CNG stove/oven. Full cockpit and teak covers, many extras. Very clean, excellent condition, complete maintenance records since 1984. Great Bay-Delta boat, Emeryville Marina. \$16,500. (510) 283-8562.

30-FT KNARR #74. One design YRA, WBRA Wed. night series, & '95 IKC in SF. New mast, rigging, combing & bulkhead. \$5,000 obo or fractional interest. Berth 430, SF Marina, East Basin. Whitt, (415) 331-7989 wk.

30-FT J/30, 1982. Quality built racer/cruiser, excels at both. Fully equipped and maintained. Ulman/North sails, Yanmar diesel, faired bottom w/epoxy barrier. *Rambunctious* is ready for summer. \$29,000. (805) 482-1232.

30-FT BENETEAU FIRST 305 (1985). Well maintained, beautiful cruiser/racer, 1994 race winner. All teak interior, 2 private staterooms, sleeps 6. Teak/holly sole, folding table/wine rack, color coordinated cushions, 30 gal water tank. LPG stove/oven, twin sinks, lots of storage space. Almost new North 95% and 155% jibs; 125% furling jib. Full batten main, Elvstrom delivery main and 3/4 oz. spinnaker. New Harken split-drum furling, quick vang, Martec folding prop and sheet stoppers. Lewmar self-tailing, two speed winches. New running rigging. All lines led aft to cockpit. Yanmar diesel - low hours, Racor fuel filter, Voyager Loran, Signet Smart Pak, full boat cover, plus lots more. \$39,500. (916) 646-3400; (916) 421-5132.

FARR 30. Major refit 1993. Race or cruise, located in Hawaii, possible mooring (Maul). Too much equipment to list. Well maintained, great condition. \$19,900. (408) 426-6067.

HUNTER 31, 1984. Excellent condition, Yanmar diesel, custom teak companionway doors, full dodger, all lines lead aft for ease of handling. Recent survey, new bottom paint 3/94. Great liveaboard, wood-burning stove, h/c on demand water, inverter, VHF, DS, KM, Loran. Jib, genoa, spinnaker w/pole, main w/jiffy reef system. Much more. Must see to appreciate. Great Bay sailing or cruising. Ready for opening day. \$29,900. (415) 871-8012.

CATALINA 30, 1989. Very clean, compare with new. Rigged for racing or cruising. Extra winches, tracks, sails. Only 150 hours on diesel. \$39,000 obo. (415) 941-8748.

ERICSON 29, 1970. Very clean. Atomic 4, VHF, stereo, 4 sails, 2 anchors. Dodger, bimini, galley, BBQ, shore power and head with holding tank. Fresh bottom paint. Pier 39 slip. \$13,000. (209) 298-7545 or (415) 608-3740.

29-FT BALTIC CRUISER, 1962. Sleek Danish design. Fiberglass over wood. Sloop-rigged for heavy weather-sailing. Ideal for Bay. Sleeps 4. 2 mainsails, jib, genoa, spinnaker, VHF, 1993 Honda o/b, 30 hrs. \$8,000. Stephen, (415) 621-0231.

OLSON 30, 1981. Single spreader rig, 2 mains. 2 spinnakers, 150, 125, 100, 95, 70, Lewmar primaries, KM, VHF, am/fm cassette, 4 hp Mariner, epoxy bottom, tandem trailer. \$16,000 obo. Call (408) 268-6823, Th-Sun/9-2 pm.

C & C 31, 1968. One of the classics. New bottom job. Recent rigging. All lines led aft, epoxy bottom, KM, DS, Loran, VHF, stereo, 2 mains, 3 jibs, spinnaker. Atomic 4. Well maintained. \$13,000. Marty, (510) 443-6358, or Ted, (510) 886-1725.

YANKEE 30, 1971. S & S designed fiberglass sloop. 2 cylinder Albin, 110 and 150% jibs, spinnaker, Martec prop, Loran, teak interior, good condition. \$16,500. (415) 780-9220.

ERICSON 30. Experienced sailor for partnership interest in well maintained Ericson berthed in Sausalito. Roller furling jib, Loran, VHF, KM, gasoline engine, oven/stove. Depth, standing head room. \$175/month. Call Lynda, (415) 355-0263.

CAL 29, 1972. Nice boat, Furler jib furling, rebuilt Atomic 4 gas, excellent interior, spinnaker gear, cockpit curtains, magna BBQ, new counter tops; the perfect Bay and Delta cruiser, family weekender. \$9,950. John, (510) 939-3299.

CATALINA 30, excellent condition, looks new. Rebuilt Yanmar diesel, 3 hrs. Wheel helm, propane stove, 110 refrig., holding tank, VHF, DS, KM, 4 sails, new custom cushions, much more. All cash to seller. \$23,000. (415) 365-6712 or (415) 574-7000.

RAWSON 30, 1962. Original owner, well maintained, ideal long range cruiser. LP hull and topsides. 4 cyl. Palmer. Roomy interior, wood trim, great storage, sleeps 5. Large head enclosed, 2 ice boxes. Asking \$12,200. Very motivated. (916) 426-3468, or (619) 226-7557, San Diego.

ERICSON 29, 1971. Clean and maintained. Furling jib, tiller, 2-speed winches, 2 anchors, VHF, KM, compass, shorepower, Atomic 4, gel batteries, canvas covers, new bottom. Inflatable incl. \$12,500. Berkeley slip. (510) 527-2737 eves.

NEWPORT 30 MKII, 1973. Many recent upgrades (new mast, LPU paint, cushions, 55 amp alt, etc.). Seven time season champion. 15 bags sails, 7 winches, Autohelm, VHF, KM, depthsounder, ElectraSan, CNG stove/oven. Martec prop, stereo, battery charger. \$17,000 obo. (408) 245-6560.

OLSON 911, 1990. Very well maintained. Great boat, must sell. \$36,000. (510) 256-9661.

SANTANA 30, sloop, meticulously maintained, full galley and head, sleeps 5, VHF, depth, speed, Loran, Autohelm 2000, Pineapple sails, new rigging, Navtec backstay adjuster, vang/topping lift, 110v/battery charger, Volvo diesel, Martec prop, hauled 7/94, \$19,900. (510) 525-3604.

31-FT STEEL SLOOP, tabernacle mast, Volvo Penta MD2, AP, 4 sails, stove/oven. \$15,000 obo. (415) 922-4309.

NEWPORT 30 MKII, 1974. Versatile bay/ocean cruiser. Basic amenities of home: stand-up interior headroom, full galley, toilet & shower. Salon/forward berthing sleeps couples privately/comfortably. Singlehanded capability. Inboard Atomic 4 gas engine, excellent bottom. Selling to begin world travel dream. \$13,000 obo. (415) 388-4688.

CATALINA 30, 1983. Low hour diesel, wheel, roller furling, Loran, VHF, DF, 2-burner stove with oven, 3-stage charger, 2 anchors, Lifesling. \$24,000. (510) 798-0133, eves.

ETCHELLS. Sail with the best. Competitive one design fleet. New mast, good sails, trailer. Dyform rigging. Priced to sell. \$10,500. (415) 332-5757 dys.

32 TO 35 FEET

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ERICSON 32, 1974, 20 hp Yanmar diesel, Loran, SatNav, VHF, stereo, wheel, 3 jibs, sleeps 6. Santa Cruz slip included. \$19,900. (408) 370-1521.

35'5" HUNTER LEGEND 1987-88. Immaculate, loaded. Must sell due to back surgery. Best equipped Hunter in the country. Call for complete specs. 4 sails, 4 anchors w/electric windlass, roller-furling genoa, all lines cockpit-lead, 27 hp diesel I/B, 10-ft inflatable w/6 hp o/b, Autohelm 4000, wheel steering, galley w/stove & refr., Slingnet Instr. + Loran C & stereo. Generator, solar panel, etc. Asking just \$61,600. (310) 832-5741, Judy or Hugh.

DREADNAUGHT 32 flush deck doghouse, over-size Sabb (2G) diesel, 100 hrs, hand crank, basic, sturdy, simple, gaff sloop, ready to go or customize. Santa Cruz slip sublet. \$9,500. (408) 475-4172.

CUSTOM CHOATE 33. Consistent winner. 13 sails, diesel, cruise 6 with CNG, mech. ref., dual water tank, etc. Photos, survey, equipment list upon request. Moored in Marina del Rey. Asking \$32,000 obo. (310) 479-0116 (eves).

MORGAN 32, #1 hull, almost new sails, AP-Autohelm, depth, refrigeration, sleeps 6, wheel steering, dinghy & motor. Berthed Sausalito. Great liveaboard. (707) 766-5012. \$29,000 obo.

SPENCER 35-FT sloop. New Nano diesel engine, mainsail, dodger. Aries windvane. Extensive parts and equipment. Many upgrades. Documented. \$19,500. Serious offers considered. Call (408) 724-5040, after 7 pm.

33-FT SOVEREL, '86, Ultralight, PHRF90, Olson built, epoxied bottom, full racing gear, 4 spinnakers, 16 bags sails, new set in '93, 4 bunks, galley, chart table, AP, Yanmar diesel, folding prop. \$35,000. Monterey dock available, Call (408) 372-2352.

ERICSON 32, 1987. beautifully maintained and in excellent condition. Harken roller furling, newsails and running rigging. Must see to appreciate. Must sell. \$48,000 obo. Call (510) 933-5211.

ERICSON 32, 1970. Well maintained and in excellent condition. No blisters, custom interior, very clean. Atomic 4. Almost new main. Perfect boat for a couple. See to appreciate. \$22,500. Call (415) 435-3244, berth G-3, CYC.

SABRE 34, 1982. Well equipped, dodger, h/c water-holding tank, shwr, ice box, double sink, curtains, Westerbeke 27 diesel, marine batt. charger, VHF, hi-fi radio, Loran, depth finder, knot/log meter, AP, furling jib, furling main inside boom, all lines to cockpit, oversize self-tailing jib winches, cockpit cushions, windvane, barometer, Avon dinghy and Evinrude. \$53,750. Call (510) 339-2569.

TARTAN 10, 1979. 33' racing sloop. 5 sails (incl. 2 spinnakers with gear), sleeps 6 with porta-potti, sink, VHF. Diesel inboard. Hull, engine, sails - excellent shape. Racing bottom, all under water gear new 1994. Great class racer/weekend cruiser. (Sitting headroom only). \$17,500 obo. Call (510) 939-4422.

HUNTER 33, 1979. One owner, excellently maintained. Low hours 15 hp diesel. Has all bells & whistles, propane oven, Electroguard system, Frigibar, solid teak interior & sole. Will work with brokers. Motivated to sell ASAP. Shown at Port Sonoma. \$25,000. (415) 892-4303.

1977 ISLANDER 32. Great liveaboard for 2 years. Fireplace, Atomic 4, excellent condition. \$27,000. Dennis or Karey, (510) 679-1343, eves/wknds.

ERICSON 34 SLOOP, 1978, King design., teak int., new cruising spinnaker, hot water (electric) auto pilot, new head, fast racing hull, step mast, 8 ft. W. Marine dinghy, 5 hr. Nissan, new sea cocks, new paint, 1989 Yanmar, excellent cond. \$29,500. John, (510) 521-6432.

CATALINA 34, 1987. Tahoe condo dock won't accommodate this fabulous family cruiser. Wanted: new owner to apply love & attn. Roller furling. Interior/exterior like new. Microwave, VHF, knot, depth, wind instruments. Very low hour diesel. \$53,500. (916) 427-2732.

CONTESSA 32, 1976. Running Free. Cruise ready. New sails in '93. Roller furling, head sail, Monitor windvane, Tillermaster AP, radar, SatNav, 22# Bruce & 200 ft. chain. Hauled & painted '94. Boat & owner in La Paz Baja. \$30,000. Fax 011 52 112-5-59-00.

ERICSON 32, 1974. New int., 5 sails, VHF, DS, wheel, Atomic 4, sleeps about 3,000 Ken and Barbie dolls, good cond. \$17,200 obo. Call (510) 229-3936.

CATALINA 34, 1987. 150%, 120%, 95%, cruising chute. Refrigeration, complete instrumentation, Loran, VHF, stereo, self-tailing winches. Great condition, priced fairly at \$49,000. (209) 478-2642.

32-FT WORLD CRUISING Cutter. Dreadnaught launched in 1991. Bristol. Loaded. Full teak interior with teak hatches and outside trim. If you're going, this is the yacht for the right price. Diesel, SS 3-burner propane with alarms, pressure hot water, 12/110v. refer w/freezer, VHF, HAM, Loran, GPS, stereo, Trace 2kw inverter, 3 batteries, AP, CQR, Danforth. New jib furling not installed, Harken reefing, new dodger. Tall rig. Green and off white. This boat was built to cruise anywhere in comfort. Current survey. \$49,000 or part trade for trailerable 25-ft walk around power boat. Ask for Joe, (714) 858-5821 dy; (714) 492-7456 eve.

FAVORITE PAIR OF LEVIS. Comfortable, faded, well worn, loved dearly, will be missed, only \$25,000. I'll also throw in a great Hunter 33 sailboat with lots of equipment and in great shape. Call for photos. Ami, (707) 557-6976.

PEARSON 32. Sleek, fin-keeled racer/cruiser. Recent major refit with lots of goodies including F/B main, Harken RF, Hallsparr quickvang, Navtec hydraulic B/S, Gleason gennaker, Furuno radar, Autohelm ST 4000, etc. Fast, bullet-proof. Never blistered. \$32,500 obo. (707) 554-8725

CORONADO 35, 1973. Center cockpit, diesel engine, dodger, hot/cold pressure water, refrigeration, sleeps 6, excellent liveaboard, many extras. 9.9 hp Honda with 10 ft. Zodiac, sailboard with rack. \$32,500. (415) 365-6513 (lv. msg.).

BALTIC 35, 1986. Performance racer/cruiser. Largest aft cabin in any 35'er. Light use, good upgrades, new bottom. 85, 95, 150, 135ft headsails. 1.5 oz. chute. Teak cockpit and bridgeway. For sale, \$100,000. (415) 852-9960.

HANS CHRISTIAN 33T, 1986. Extraordinarily equipped. Radar, fridge, inverter, generator, B & G Instruments, Autohelm 6000, microwave. Perfect liveaboard - perfect cruiser. Last hauled & surveyed 9/24/95. Sailed California - Hawaii Oct/Nov '94. Ready for South Pacific, Australia, Japan - you name it. \$119,500. (808) 843-0267.

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33 HUNTER. Sleeps 6, hot/cold running water, 6'4" headroom, Yanmar diesel, wheel steering, spinnaker, alcohol stove/oven. Will consider personal property as part of down payment. Tom, (510) 458-3083.

ERICSON 35, 1976. Sleeps 6, new upholstery/curtains, mahogany interior. Rebuilt Atomic 4 (1989). Roller furling 110, 130 jibs, self-tailing winches. AP, VHF, Loran, DS, KM, wind speed/direction gauge, full covers for everything, propane stove. \$29,500. Call (707) 745-5714.

CAL 34, 1976. Diesel, wheel, hot/cold pressure water, CNG stove, microwave, GPS, VHF, possible part trade for smaller boat. \$27,000. (707) 558-9224.

BLOCK ISLAND 35, 1935. Full set of sails. \$6,000 obo. Call Ross, (805) 541-4729.

PEARSON VANGUARD '65 "Bullet Proof Cruiser." New mast and rig, newly rebuilt Atomic 4, beautiful interior, much custom work, VHF, KM, stereo, kerosene stove & heater, main & 4 headsails, dodger, windlass. Owner moving, heartbroken to sell. \$25,000. (415) 474-6325.

PEARSON VANGUARD 32.5, 1965. Yanmar diesel 2 GMF 15 hp, 370 hours, dodger, auto pilot, 3 jibs, 2 mains, spinnaker, drifter, VHF, new upholstery, LPG 3 burner stove & oven, windlass, excellent ground tackle. Walnut interior. \$22,900. (707) 778-0685.

RAFIKI 35, 1980. Offshore cruiser/liveaboard, teak deck, Airex hull, diesel, depth, AP, Alspar mast, oversize Barlow winches, extras, price reduced to \$49,900 for quick sale, photo/brochure available, (408) 867-9202.

ISLANDER 32. Excellent boat for Baja and beyond. Main, club jib, genoa, spinnaker, DS, radio, Atomic 4, excellent condition, roomy V-berth, stove/oven, large cockpit, recent survey. Great stout boat. \$16,500 obo. (916) 665-2705.

35-FT US YACHT PILOTHOUSE sloop. Fin keel/skeg rudder. Sails high and fast; 7 kts in 20kt wind. Roller furling 150 genoa. Cruises 7kts on 40hp diesel. Inside and outside steering/control stations, AP, Loran, DS, KM, VHF, electric windlass, and Bruce anchor. Propane stove and furnace. 6'4" headroom. Sleeps 6 comfortably in 8' long bunks. Warm and dry Bay boat. Great liveaboard. \$39,000 or trade for motor home; pickup/camper with trailerable boat; Colorado or Montana property. (719) 488-0112.

TARTAN 10, 1979. Good condition. Well equipped including Loran, VHF, KM, windspeed, depthfinder. 5 sails plus 3 spinnakers. 33-ft racing sloop. \$14,000. Will consider partner. (415) 892-8753.

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36 TO 39 FEET

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O'DAY 37, '80 American made fast cruiser, center cockpit, 2 heads with hot and cold showers, low time on Westerbeke diesel, well equipped with new Autohelm pilot, VHF, Loran, SatNav, DS, speed & log, electric windlass, excellent condition. \$43,500. (916) 371-6455.

38-FT CABO RICO '79, cutter rig, full keel, many electronics, new rigging, epoxy bottom, teak decks, many extras. \$85,000. (415) 331-5323 or (707) 323-1718.

CATALINA 36, 1988. Past National Commodore trading up and selling this professionally Bristol maintained cruiser/racer. Pride of ownership shows as this trophy winning vessel has received the utmost care with full set of records. Every available option with much custom work including: cabinetry, lighting, rigging. Partial equipment list includes: radar w/gimballed mount, 3-blade max prop, Navtec backstay adjuster, on-demand hot water heater, solid vang, adjustable genoa cars, 150% furling genny, main w/2 reefs, cruising chute w/sock. Marina del Rey. \$69,900. (310) 827-0446.

OHLSON 38, 1977 sloop by Tyler, England, as featured in Henderson's "Choice Yacht Designs." Hand-laid fiberglass to Lloyd's specs. Full keel, skeg rudder. FWC diesel, 8 sails including spinnaker with pole, radar, Loran (2), Signet Smart-Pak, VHF, MOB pole, 2 anchors with windlass, wheel steering, dodger, awning. Sleeps 5-6 in spartan interior with limited galley, nav station, enclosed head. Not a luxury liveaboard, but a serious offshore cruiser. Needs TLC but otherwise ready to sail anywhere. Trans-Atlantic vet. \$29,500/offers. (Sorry, no owner finance). (415) 332-9231.

39' BALTIC. Pristine example of Finnish craftsmanship. Yanmar 4JH, 48" wheel, Harken, Espar D5, 10 Hood sails, Navtec rod and hydraulics, NKE GPS, AP, integrated, Northstar 800X, teak decks. None nicer anywhere. Better than new - inside and out. \$147,000 obo. (206) 337-0304.

ERICSON 38, 1983. Diesel, 300 hrs, dodger, roller furling, new waterheater, new exhaust, fireplace, separate shower, AP, 12 volt fridge/freezer, 110 gal. water, 80 gal. fuel, gel cell batteries, great liveaboard, 4 sails, much more. \$64,000. (415) 331-2826.

INPUERTO VALLARTA, 38-ft Cat ketch, wonderful shorthanded cruising, complete for long distances, very good condition. Two double berth cabins, 2 heads, comfortable main cabin. Strong Airex foam core, carbon fibre masts. One owner for 12 years. \$69,000. (602) 951-3205.

SWAN 38. The quality of Nautor, the performance of Sparkman & Stevens. New Volvo, furling gear, new cushions, Max Prop, many sails. Great cruising boat with speed. \$95,000. (503) 289-6633.

38-FT EASTERLY 1978 hull - refinished interior. Large comfortable cabin layout with 3 sleeping areas. Plenty of headroom. 43 hp Westerbeke diesel. Sail in very good condition. Excellent liveaboard in Sausalito Yacht Harbor. Possible owner financing. Price \$37,500. Call Jeff, (707) 584-8363, (707) 795-7827.

38-FT HANS CHRISTIAN (traditional with performance keel), 1987. Excellent condition. Many upgrades. Cruise-ready. New sails, Harken jib roller, jennaker, radar, extra heavy-duty windlass, 40' chain rode, Rolls batteries (524 AH), Freedom 100 inverter/charger, Quad Cycle regulator, 100 amp alternator, Yanmar 66 hp diesel (<400 hrs), Lasdrop shaft log, Switlik 4-person CG liferaft, new LPU paint on mast and boom, new mast-head equipment, much more. \$160,000. (510) 455-0486.

CATALINA 36 sloop, '83. Beautifully maintained, one owner. Dodger, furling 155 genoa, AP, Loran, VHF, self-tailing winches, electric windlass, two anchors, CNG stove, microwave, inverter, 4 batteries, BBQ, cockpit cushions, am/fm stereo. \$49,500. (714) 496-6984.

GREAT LIVEABOARD, 1978 custom 36-ft ferro-cement ketch, teak deck, Isuzu diesel, 7 sails, Norcold refer, Barient winches, Ritchie compass, wheel steering. Exc. value, \$24,000, best reasonable offer. Owner finance avail. (510) 865-6384.

FREYA 39 (41), 1982. Renowned passagemaker. Excellent. Survey 3/95. Hauled 11/94. Extensive refit 1990-91 including rigging. Beautiful interior. Outfitted for worldwide cruising including watermaker, 12v windlass, serious ground tackle, autopilots (3), windvane, Profurl, refrigeration, radar, offshore raft, 406 EPIRB, HAM SSB, VHF (4), inverter, 585 AH batteries, Avon and outboard, boxes of worldwide charts and guides, spares, complete inventory goes: foulies, harnesses, binoculars, sextant, fitted sheets, everything. Call for exhaustive list. Ready now for circumnavigation. \$89,000. Brokers welcome. (310) 821-1949.

CATALINA 38, 1980. Excellent condition. Fast. Many new upgrades since '90. Lots of extras. This is a must see boat. New sails, rigging, radar, Loran, water heater, etc. Asking \$48,000. (415) 668-1076 h; (415) 367-3967 w.

CATALINA 36, 1986. *Pegasus*. Bristol condition, dodger, pedestal mounted wind, speed, depth, VHF, stereo, Loran, microwave, color TV, CNG, h/c pressure water, two staterooms, great galley, storage, shower. Custom interior, cockpit cushions. \$62,000 or trade possible for larger yacht. (916) 988-7113.

37-FT CRUISING CUTTER, built 1979 by Hunter. Yanmar diesel approx. 120 hrs. Roller furling. New sail covers. Original owner, slightly used. Mast, topsides & haulout complete 2/95. Berthed S.F. Bay. Moved out of state. \$50,000. Call (360) 666-8187.

1982 TARTAN 37. Proven performance cruiser designed by S & S. Quality construction by Tartan Marine. One owner, circumnavigation 1986-1993. Equipped for bluewater cruising and ready to go again. Moored Seattle area. Priced to sell at \$63,900. Call (208) 342-2778 for info & list.

68 COLUMBIA 36, strong, seaworthy, customized Crealock design. Tall rig, Sutter sails, self-tailing, CQR, 30-ft waterline. Dodger, Avon, propane, 3 water tanks, rebuilt Atomic Martec prop. Nu paint. Owned/sailed by professional. \$35,000. (415) 563-4421.

1971 ISLANDER 36 yacht from the Estate of David Johnson, Alameda, to be sold at auction Sunday May 7 at 12 pm at Butterfield West, 164 Utah Street, San Francisco, on instructions from the Alameda County Sheriff's Dept. Viewing on location only: Richmond Yacht Club, 351 Brickyard Cove Rd., Point Richmond, End Tie, Dock "C" and only by appointment. Please call Joyce Ameson, Public Administrator, Alameda County, (510) 268-7324.

1989 CATALINA 36. \$500 finder's fee. Full canvas, full cockpit enclosure, solid teak interior, h/c pressure water, refrigeration, 35 amp charger, full batten main, roller jib, windlass, much more. Great liveaboard, surveyed in 1993 for \$67,000. Asking \$63,500. (310) 372-5809.

36-FT ANGLEMAN great liveaboard or cruise. Volvo, elec system, elec windlass, radar & Loran new in '88. Cedar over oak, gaff main. Moving inland - trade considered for lake sailboat. (510) 934-6159. \$28,000.

1978 COLD-MOLDED WYLIE 36. The Great White Wooden American Cruising Yacht *Wild Spirit* is taking applications for a new owner. You need not apply unless you enjoy a tiller and a great galley, can tie a star knot and a 6-strand Turk's head, and will enjoy sailing a fine, responsive yacht. *Wild Spirit* is cruise-ready and available in Australia for \$71,500; or she could be delivered to Vanuatu, Fiji or Tonga during the '95 cruising season. Those wishing to submit applications may call for more info, (415) 332-4102.

ISLANDER 36 tall, new launched 10/94. Teak interior w/shower. All systems new: 27 hp Yanmar w/V-drive, wheel steering, stow depth, speed w/log, windspeed, rig & sails full batten, Harken S.T. winches & main sheet system, VHF, stereo, hot H2O, Newmar DC & AC panels. Holding, water & fuel tanks. Head, canvas, interior cushions, all new & much more. 3-burner stove/oven. Also, elec. windlass, roller furling, BBQ. Ready to race or cruise. \$78,000. Call for history & info. Rick, (805) 984-8808.

SANTANA 37, live, cruise, race this boat's great for all. 8 sails, CQR, EPIRB, Loran, Rod f'stay, propane, very roomy interior, much more. Must sell, \$37,500. Call Stu, (415) 455-8747.

FISHER 37 motorsailer, 1979, aft cabin model. Two heads, U-shaped galley. 250 gal. fuel, 200 gal. water. Watermaker. Recent electronics. 700 hrs on re-built Ford Parson, 80 hp. \$89,000. (707) 829-0238.

CATALINA 38, 1982. Excellent condition. Dodger, kidney warmers, wheel cover. Autohelm 4000, Motorola GPS, Micrologic Loran, ICOM VHF, Datamarine DS, KM, AW. North full batten main plus 150, 110, 90 and spinnaker. EPIRB, CNG, TV and microwave. \$45,800. (415) 574-2191.

40 TO 50 FEET

HANS CHRISTIAN 41. Cruise ready 72 hp Mercedes diesel, Harken furling, custom reef/fridge, Autohelm, 7000 AP, full B & G, SatNav/Loran, radar, JRC weatherfax, SSB, Nielson 3000 windlass, Switlik raft. Lying Sausalito. \$175,000. (415) 332-1519.

40-FT VALIANT PILOTHOUSE. 1980 by Uniflite. Better than new. One owner, professionally maintained. Outstanding cruiser/liveaboard w/one stateroom and big salon. Amenities include: Wood-Freeman AP, Grunert refrigeration, Furuno radar & Loran, Lewmar winches, dual steering, Westerbeke 58 diesel - one of the finest if not the best cruiser in the NW. Asking \$150,000. (602) 927-6973 or (206) 564-1221, call for picture and specs.

42-HUNTER PASSAGE, 1990. 1991 delivery, 200 hrs on 62 hp Yanmar, radar, Northern lights 8kw, air condition/heater, queen bed master cabin, tub, inverter, auto pilot, TV/VCR, 10 speaker stereo, tape, CD. Great liveaboard, cruiser transferable warranty on hull. \$159,000. (415) 873-5437.

41-FT CHEOY LEE ketch, cruise or liveaboard, 1980, diesel, VHF, Loran, depth, knot/log, wind, AP, roller furling, refrigeration, 6 sails & spinnaker, dodger, 10-ft inflatable with 8 hp o/b, excellent condition. \$85,000/offers. (408) 363-1150.

CT 41. Center cockpit ketch one of 6, 60 hp Isuzu, 120 gal h/c press., a/c refer., propane stove, liveaboard berth. Bay Area loc. Will take trade, (916) 596-3613 & (510) 228-1662, lv. msg. P.O. Box 253, Martinez, CA 94553. *Felicity*. \$75,000.

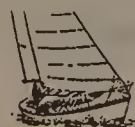
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BENETEAU FIRST 42, 1982 Frers classic, cruise-ready, customized interior, rebuilt 4-108 and transmission. 10 sails, Harken furling, 14 winches. GPS, Loran, etc., AP, dinghy and o/b. Located Annapolis, cruise Chesapeake and New England this year. Must sell. (808) 534-1545.

WARRIOR. Want to go cruising fast? Britton Chance design, cold mold 50-ft cutter 1970's ocean racing champion. If you appreciate a performance boat, cruise ready in fine condition, check it out. Presently cruising Mexico. Fax address to 011 52 32980767. \$100,000 obo.

GULFSTAR 50 ketch, ready to go. Watermaker, generator, Trace Inverter, IBM computer, w/fax, radar, Loran, HAM radios, diesel heater, RDF, cruising sails, VHF, depth, windspeed/point, KM, Perkins diesel, Vac-U-Flush head, and more. Never chartered, great condition, \$130,000. Alex, (415) 366-8318.

KETTENBURG 43, Perkins 4-107, GPS, radar, SSB/HAM, weatherfax, Bendix self-steering, upgraded rigging. Includes extensive cruising gear, \$60,000. Send \$1 for complete listing & photos to J. Spencer, 1428 Carleton Way, Fullerton, CA 92633.

40-FT CHALLENGER 40, sloop '72, ready to sail and/or live aboard, well maintained Perkins, 40 hp. Galley, 2 refers, ice, 3 eye stove, oven, microwave, wood burning stove, BBQ, central kerosene heater, auto steer, Loran, GPS, EPIRB, VHF, 5 sails, dinghy with 2/2.5 hp o/b. 3 anchors, CQR 45# 2 Danforths. Berths for 6. \$75,000. Call Bill, (408) 262-2111 or (408) 395-8665. No brokers.

RARE CHALLENGER 50 KETCH, 1974. Furling main, jib. Continuously upgraded, fully found, recent epoxy bottom. Perfect liveaboard or go anywhere boat. Too much equipment to list. Must see to appreciate. Call for details. \$130,000 obo. (707) 745-3858.

NORDIC 40, 1981. Custom built liveaboard for Nordic dealer. Perkins 4-107 diesel (500 hrs), North full batten main, Harken roller furling w/ 150% SNLRF genoa, and gennaker w/snuffer, hvy wx jib. Alpha AP w/cockpit remote, Kenyon Instruments. Harken deck blocks w/Harken deck organizers, Harken mainsheet blocks. Electric anchor windlass, Navtec backstay adjuster, Espar, custom SS stern ladder w/custom stem step, Lewmar self-tailing primaries, mainsheet, and reefing winches. Much more of only the best. \$139,990. (206) 285-1884, (206) 838-9670.

43-FT ALDEN SCHOONER, project boat. Now in dry storage Southern Cal. area. Many good parts, masts, sails, winches and other gear & hardware. As is or complete to suit by licensed shipwright. Needs frames, floors, some planking. \$18,000. (619) 723-9470.

TRULY OFFSHORE, Australian built yacht, Swanson 42'. Flush deck, double ender cutter with no bowsprit. Low pilot house, aft cockpit. Comfortable and safe home in the tropics or Alaska. Owner retiring from full time cruising. \$140,000. Tel. (206) 842-6279.

43-FT IOR RACER/CRUISER. Custom Mull design. Superb ocean-going performance sloop. Lovely teak interior/liveaboard amenities. Two private cabins, two heads, complete galley. New cushions. Extensive sail inventory. Sexy, comfortable and fast. Reduced to \$73,000. Call (415) 780-3785.

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1992 ROBERTS 434. Finest steel pilothouse cutter ever built, using only top quality materials by qualified builder. 200 gal. water, 80 gal. diesel, 65 hp engine, diesel heater, dual hydraulic steering. Needs to be rigged. \$79,500. (408) 469-9920.

WILDERNESS 40 Gary Mull designed hull, deck and cabin with partial interior. Vinyloster resin and vacuum bag construction, for an extremely stiff and strong ultralight racer/cruiser. \$15,000 obo. (408) 469-9920.

CHEOY LEE OFFSHORE 40 YAWL. Classic tri-cabin version. Excellent liveaboard or local cruiser. Very well maintained with boat cover. Blister free f/g hull. Furling jib, boom gallows, anchor windlass, 2 mains, 4 jibs, 1 mizzen, KM, DS, log, radar, SatNav, VHF, life raft, rebuilt Volvo Penta (1990) w/many engine spares. Dual alternator system, engine battery and 2 banks house batteries. 12 volt refrigeration & separate engine driven refrigeration, diesel cabin heater, microwave, new propane stove/oven, dishes, pots, pans, silverware, glasses, and more. Add food & drinks and leave the dock. \$60,000. (No brokers/agents please). (415) 626-2909.

1989 42-FT CATALINA, 3 cabin version, in great condition. Easily sailed by couple. Garmin GPS, Autohelm, roller furling, galley microwave, stereo w/CD, TV/VCR, extra jib, dodger, Balmal alternator, new bottom 3/94, and more. I love this boat but need to do a 'land re-model' and I can't have both. Best offer over \$98,500. Steve, (408) 732-8325 eves.

CHEOY LEE OFFSHORE 47-FT Classic tri cabin version. \$90,000. No brokers/agents please. (209) 847-2235.

MORGAN OUTISLAND 41 1974 been to Hawaii, the Panama Canal, Baltimore, and Martinique, equipped with windvane, full batten main, gennaker, electric windlass, 4.5 kw generator, AC/engine driven reefer, a great liveaboard with forced air diesel heater. \$62,000. (415) 365-4405.

41-FT GULFSTAR center cockpit sloop. Loaded with cruising equipment, electric windlass & refrigeration, microwave, computer, solar panels, queen aft mattress, remodeled galley and salon, watermaker and much more make this an exceptional bargain \$79,500. Info, (604) 988-3634, can fax details.

COLUMBIA 45, 1973. Spacious and clean liveaboard/cruiser. 1990 rebuilt 50 hp Perkins diesel. Roller furling main and jib. TV, microwave, refrigerator/freezer, propane hot water/stove/oven. Walk in shower. Avon dinghy/davits. New batteries. More. \$58,000. Call (510) 814-9755 h; (510) 420-4843 w.

43-FT HANS CHRISTIAN full keel ketch, 1980. Gorgeous teak decks and interior, beautiful glass. Three private cabins and pilot berth sleeps 8, Perkins 4-154 diesel, Zodiac tender with 4 hp. Asking \$130,000. (415) 588-8753 for detailed equipment list, survey findings, or appointment.

CT 41 ketch, fg hull, teak house, Perkins diesel, radar, inverter, solar refrigeration, AP, windvane, fireplace, many extras, beautiful world cruiser at a very low price \$49,000, fax address to D.W./Content 011-52-329-80061 for more info.

45-FT JEANNEAU. Fully equipped to sail anywhere. Perkins 4108 diesel, 5 sails + spinnaker, 3 anchors, lots of chain and extra line, electric windlass, 6 kw generator, watermaker, Alpha AP, luxurious liveaboard, 3 double staterooms, 2 heads, large salon with abundant windows and teak paneling, full galley, refrigerator, freezer, bar, stereo, comfortable cockpit. Private party \$110,000. Will show Sundays 1-5 pm or by appointment. (510) 649-0360; (510) 649-0380.

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OLSON 40. Pristine condition, original owner, cruise/race equipped. GPS, VHF, SSB, Signet instruments, dual compasses, extensive Sobstad sail inventory. TransPac ready. \$85,000 obo. Call for detailed inventory. (916) 661-1702 dy; (916) 753-9331.

45-FT DEL REY, sloop, 1973, flush deck, spacious below, aft cockpit, aft cabin, full keel. Exceptional cruiser/liveaboard, ready to go. Completely outfitted for 1990 18-month S. Pac. cruise. Perkins 4-108, Max Prop, windvane, 2 APs, GPS, radar, 450 gpd watermaker, inverter, solar, good ground tackle, full batten main, mariner furling, full awnings, bimini, 2 staterooms, walk-in shower, 7 ft. workbench, TV, VCR, microwave, 3-burner stove/oven, freezer & fridge, voluminous storage. \$98,000 obo. Steve, (310) 822-5470.

BEST OF ALL WORLDS. Go cruising in this traditional (gaff rigged) 50' LOD, 63' LOA. Colvin Corten steel ketch. Very strong & fully equipped. Liveaboard in comfort from ice machine, refer/freezer, 2TV/VCR to dishwasher. Charter for a living - USCG certified for 33 passengers. A steal at \$110,000. (619) 294-5843.

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45-FT JEANNEAU. World cruiser/liveaboard. 1984, quality appointments throughout, three staterooms w/doubles. Many skylights. Custom features. Electronics include SSB, AP, inverter, watermaker, air conditioned, generator, etc. Will trade for real estate or sell at \$110,000. Roger Perry, (415) 331-5251 or (800) 728-7254.

43-FT CREALOCK DESIGN Westsail yawl. New epoxy bottom, recent refit, electric windlass, Profurl, weatherfax, Furuno radar, 2 GPS. Too many extras to list. Ready to sail from New Zealand. \$140,000. Fax: c/o Mariposa, Gulf Harbour, fax 011-64-9-424-0703.

41-FT ISLANDER FREEPORT 1979/80 center cockpit ketch, great condition, cruiser/liveaboard. New carpet, upholstery. Two cabins, heads, showers. 6 cyl. Chrysler Nissan, generator, radar, Autohelm, Loran, VHF, etc. TV/VCR, cellular, furling jib, enclosure, Avon, davits, 10 hp Honda. \$89,900. (415) 332-2566, (408) 625-0498.

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41-FT, 1954 SWEDISH HALLBERG ketch motorsailer, mahogany over oak, copper riveted, full keel, 5 sails, hull in great shape but topside needs help. Liveaboard or office potential, lots of headroom, AC/DC refrig. haulout 3/95. \$10,000 obo. Call (510) 237-0140.

HARDIN 44 KETCH, center cockpit, Perkins 4-154 diesel, freezer, AP, custom interior. Masts and hull just refinished. Proven Mexico vet. Super comfortable liveaboard. Original owner wants serious offers. Asking \$92,000. For specifications and photos, call (619) 421-5008.

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65-FT STAYSL SCHOONER built 1956, 24 tons gaff rig, documented. Rebuilt amidship aft '88, need extensive work. 2400 sq. ft. sail, 30 hp diesel. \$20,000 obo. Call (415) 681-4366.

GAFF KETCH, aft pilothouse, 52-ft LOA, 41-ft OD, 12'6" beam, 6' draft, 40 hp Northern lights, diesel, 90% complete on remodel. Full electronics. Launched in 1976. Will consider all offers and trades; baby on the way. (510) 865-7366, (510) 534-4015.

GARDEN PILOTHOUSE ketch, 57' LOA. Ultimate world cruiser liveaboard. Very roomy w/ double salon, 3 staterooms, workshop, full electronics, spare, watermakers, accessories. \$111,000 obo. Will consider trades or down for real estate, power or sail. May finance. Roger Perry, (415) 331-5251 or (800) 728-7254.

MacGREGOR 65, pilothouse cutter 1988, Perkins 135 diesel. Custom interior for extended cruising comfort. AP, dual steering, generator, watermaker, radar, refrigeration, heat/air cond., washer/dryer, Loran, SSB, VHF, TV, stereo, main/jib/genoa furling. Recently hauled & serviced. \$195,000. (510) 523-9292.

1985 CT 54. 120 hp Ford Lehman diesel, 8 kw Northern lights, complete electronics, 4 staterooms, 3 heads, 2 showers, washer/dryer, microwave, AC. Recent haulout and survey. Cruised extensively. Style and performance. Specs. on request. \$260,000. (305) 802-9982.

60-FT CLASSIC FIFE design, steel cutter, beautiful '38 DeVries built, racer/cruiser, *Jonathan Swift*, 6'2" headroom, 3 cabins, sails, Forespar mast, 60 hp diesel, major hull/deck work done. Needs electrical, plumbing & carpentry work. Restore \$150,000 value. Dry dock, \$44,000. Owner, (707) 823-7205.

CLASSICS

1948 ALDEN 33-FT KETCH, plan 856, red cedar over oak frames, professionally built. Yanmar aux., monel shaft, Maxi prop, diesel heater, 160 amp alternator, smart charger, shore power, North full batten sails, Harken roller furling jib, Loran, VHF+. Fully restored, refastened, keel bolts new, S/S fuel/water tanks. Absolutely no rot, leaks. Riggged single-handed. Fast; reach sustains 9 knots, windward 5+ knots. Surveyed perfect 10. Varnished inside and out. Asking \$30,500 obo. (510) 521-9268.

40-FT HO SANG CHINESE JUNK. Teak hull and deck, 90 hp diesel, great liveaboard. 8-ft. Cheoy Lee dinghy. Illness forces sale. (415) 588-5520.

CLASSIC SEA BIRD YAWL. Built from original 1899 plans (available) documented. Museum condition, gaff rigged, deadeyes, teak deck, Tasmania ironbark blocks, bronze fittings. Exterior teak, interior mahogany. New Yanmar, recent haulout, only authentic Seabird on coast. Sausalito. Photos, (415) 332-5293.

ANITRA 12 Meter #US5, built by Abeking and Rasmussen and designed by Starling Burgess in 1929. *Anitra* is the last of the original six US twelve's still sailing and has a long and colorful history. She is constructed of 1.25" mahogany over oak and iron frames. *Anitra* has a beautiful interior with accommodations for six, full galley w/ LPG stove/oven. Aluminum spars. Great boat from which to view America's Cup '95. Asking \$125,000. Call (510) 522-0906.

1959 ALDEN 33-FT ketch, 4 cyl gas, GPS, SS, sails smooth & sure. Professionally built in Bay Area. HMB slip. Come see & sail. \$9,000. Great buy. (408) 354-9406, Gary.

MULTIHULLS

CROWTHER 10M CAT, record holder, built Australia 84, ocean cruiser/racer 32-ft. LOA, 22-ft beam, 28 hp o/b, 5-7 berth, Tinker traveler liferaft with sails & 7.5 Honda o/b, radio, VHF, Loran etc. \$65,000. Berthed SF Bay. Phone (408) 984-4974, Compuser 73472, 3543.

HOBIE CAT 17 for sale. 1986, one owner. Excellent and race condition, trailer w/storage, two sails for heavy and light winds. Must sell soon. \$3,700 firm. (415) 952-1767.

F-25C New Farrier designed carbon fiber trimaran. A true coastal cruiser/racer which is trailerable, shoal draft and fast. Rotating carbon mast. 6 ft. bowpole, Smyth Technora sail plan, roomy interior. Will custom finish to your specs. Lyman White, (303) 772-6082.

SEARUNNER 31-FT, #132, propane 2-burner, stainless sink, VHF, anchors, rode, nice main, genoa staysail, yankee, storm trysail, new sail cover, Lewmar winches, new mainsheet with new Harken blocks, sailing dinghy. Santa Cruz built. Asking \$8,000. (510) 237-8339. P.O. Box 7701, Berkeley, CA 94707.

37-FT JIM BROWN TRIMARAN fully equipped, West system epoxy throughout, needs repairs and deck & bottom paint. Great liveaboard, fully insulated, fireplace. Brisbane Marina berth. Giveaway at \$12,000. Phone (916) 865-9092, am only.

37-FT SEARUNNER, Yanmar 3 GM, propane frig stove/oven. 7 Lewmar winches, solar +/-, West, 6 Sobstad sails, Mexico vet. Too much to list. (510) 234-1927.

STILETTO 27 catamaran, 1979, 11 sails, AP, Loran, VHF's, solar panels, KM, depth, bridgedeck tent, 1/2 rudders & daggerboard, Tohatsu 5 hp, galvanized trailer, dry storage Oyster Point. \$12,500 or offer. (415) 349-0128 eves.

STILETTO 27 catamaran, 20+ knots. Totally upgraded in 1994, demountable, trailer, 10hp Honda. Trailer to your favorite cruising grounds. \$17,500. (707) 274-1875, eves. after 7.

1983 NACRA 5.8 catamaran. New trampoline and rigging. Dual trapeze. This is a very fast and stable 19-ft catamaran in great condition. Won't pitchpole. \$2,500 obo, includes trailer. Call (415) 851-0786.

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1934 30-FT MONTEREY, clipper bow, original configuration. Documented. 2-53 40 hp Detroit diesel. Manual windlass. Berthed Martinez. \$4,000. (510) 932-4339.

28' PATIO CRUISER HOUSEBOAT 1983. Excellent condition, \$10,500 obo. Full galley, shower w/ hot water, 70 hp Johnson. Very clean. Bethel Island area. (415) 381-3389.

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REDUCED FROM \$27,000. 1964 36' Viking Sportfisher. Spacious liveaboard. Full galley. Large refrigerator. Double bed stateroom with private head with shower. Hot water. Boat is fully functional. Twin V8's, two 100 gallon monel tanks. \$22,000. Offer, trade, finance half. Call (510) 814-0121.

1957 CHRIS CABIN CRUISER needs work \$700. 30-ft Cabin Cruiser hull in great shape, \$2,900. Also have big houseboat and some others. (916) 338-3633.

1949 36-FT STEPHENS cedar on oak, brass fastened, classic, bunk, galley, salon, fireplace, shower, head, stove, etc. 2 dead engines, good hull, dry cabin. \$2,500. (510) 684-3458.

PERKINS 4-108 with B/W gear box, runs good. \$2,000 obo. Rix air compressor mod. 153B-3 for SCUBA tanks. New \$2,000 obo. (707) 255-9523.

52'6" BAGLIETTO MY, Italy, 1971. Twin Detroit 8v-7lt-340 hp ea. New: Awlgrip, electronics, survey. 10' hardbottom Achilles dinghy + 5 hp Honda. 2 stations w/hydraulic steering. 2 staterooms, 2 heads w/shower. 2 saloons, sleeps 8. Maintained l. new. (415) 775-9869. \$109,000.

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JOHN ALDEN CLASSIC 1931 57-ft yawl *Cock Robin*, hull number 509. Partner moving. 1/4 equity partnership available. Currently berthed in Alameda she has new electrical, and rigging, complete engine overhaul, plus many other major retrofits and is nearing end of extensive rebuild. Great Bay sailing in a classic wooden beauty being brought up to date for many more years of pleasure. Call Paul at (415) 927-1609 or Bruce at (510) 523-3535 for more information.

C & C 29.5. Equity interest partnership available. Partner has left Bay Area. Great opportunity for right person(s). Nice solid well equipped performance boat, good deal, hauling boat in March for bottom etc. Berthed in Alameda Estuary. John Marshall, (510) 521-6714.

NORSEA 27. Beautifully equipped with AP, furling, diesel & trailer. 1/4, 1/3, or 1/2 partnership available. Families with children welcome. Trail or sail anywhere. Steve or Cathy. (415) 851-3056.

32-FT CHEOY LEE ketch. Best deal on Bay. \$200 per quarter - that's right, only \$800 per year with small equity buy-in. Be a proud part owner of a true beauty. Easy sailing, unrestricted access, Sausalito slip. J.E.B. (415) 563-9151, eve. (415) 543-5300 day.

CAL 2-29, 1/3 share with 2 great partners, rarely used, new sails/canvas, self-furling jib, inboard diesel, wheel steering, nice interior, refrig/stove, sleeps 6. South Beach Marina. \$5,300 w/low monthly. (415) 285-7448.

BEST P-SHIP ON THE BAY. Morgan 38: share with 4 amiable partners in Sausalito. Schedule use; your convenience. Hauled, refurbished late February. New main, roller-furling jib. Cabin-top mainsheet traveler. Electric windlass, diesel, 6 berths, refrigerator, many extras. (415) 964-2801.

GREAT OPPORTUNITY. Seeking partner for 55-ft Cheoy Lee Alaskan trawler berthed in SF Marina Harbor. All the comforts and luxuries; 4 state-rooms, 3 heads, deluxe galley, well maintained; very affordable terms for this size boat. Call (415) 291-9099 dys; (415) 364-6252 eves.

OFFSHORE 27. 50% or more share of sailing time \$150 per month. New 18 horse Volvo diesel, fine sails, depth sounder etc. A lovely boat for Bay and Delta. Folie à deux? Experience counts. Located Richmond Yacht Club. Phone (707) 763-2275.

LANCER 36. 1/3 or 1/2 interest available in 1982 Bill Lee sloop. Original owners, dark blue Awigrip LPU topsides, 5 sails, roller furling, cruising interior, epoxy bottom, dinghy, downtown Sausalito berth, completely equipped, great deal. Experienced sailors only, please. Existing partnership, limited non-equity position possible or straight buy-in (cash plus debt assumption). Call Alson Silva for more info: (408) 748-9398, office; (408) 288-6307 eves or George at (415) 265-0996.

SANTANA 22 HULL #229. Looking for someone who loves sailing as much as I do. Partner moved to LA. That's his problem, so I'm looking for a 50/50 partner to share work expenses. Boat has Harken equip., main in great shape, 2 jibs, spinnaker, 5 hp o/b, stereo, tons of hardware ready to put on. Boat is in great shape and ready to sail. \$1,250 plus \$54/mo for upwind Berkeley slip. Call (510) 741-8601.

WELL MAINTAINED CAL 2-29 '76, seeking two partners. Boat contains dbl. lifelines, anchor and rode, main, jib, radio, knot, depth meter, oven, shower, slips six. Teach new owners to sail if necessary. \$7,500 each. Call (415) 453-6546.

35-FT BENETEAU OCEANIS. Equity and non-equity partnerships available. Excellent condition, sleeps six, 3 new sails, dodger, equipped for cruising. Many extras. \$300 for 2 weekend & 2 weekdays per partnership per month, berthed in Alameda. Call Claude Thompson, (415) 359-0634.

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SINGLE SAILORS ASSOCIATION is looking for crew. Beginners welcome. We have skippers. Many opportunities to sail and learn. Our members enjoy cruising, racing and other activities year around. For more info, call (510) 273-9763. Singles only, please.

RETIRED ATTORNEY needs crewman with electrical ability and crew woman to cook, clean and navigate to accompany family of four. We pay food and boat expenses for experienced crew. No salary. Left California last year, now in the Caribbean. Contact Parrish, 1491 North Calle La Cumbre, Camarillo, California 93010.

CRUISING THE PACIFIC or Caribbean, single white female 31 seeks crew position on well-found yacht. Experienced racer and cruiser with navigation skills. Enthusiastic, adventuresome, and very dependable. Available April through October. Call Shell, (303) 923-6376 or P.O. Box 5892 Snowmass Village, CO 81615.

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MARRIED COUPLE w/dog seek adventurous crewperson to join us on a world cruise and help sail our 65-ft ocean cruiser. Own cabin and full board. Depart Med. coast of Turkey in late Summer 1995. Write about yourself, why you would like to be part of our adventure and duties you will perform. A & S Hansen, PO Box, 193823, SF, CA 94119-3823 or fax: 011-90-312-467-7104 or fax: (415) 768-2208.

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LOOKING FOR WOMAN SAILOR, bright, attractive, 30-something, to cruise from SF to New Zealand (and beyond?). Leaving May on beautiful, fully equipped 47-ft cutter. Arriving Nov. I'm 48, 6-ft, handsome, fit, educated, romantic. Call Gary, (415) 673-2149.

LOOKING FOR YOUNGER COUPLE, both experienced sailors, for a 2-month cruise from SF to Tahiti. Leaving May on beautiful 47-ft cutter, fully equipped with GPS, SSB, weatherfax, dive compressor, watermaker, CD, icemaker. Private cabin, head, shower. Call Gary, (415) 673-2149.

BACK TO THE SOUTH PACIFIC. Lawyer, 41, male, blond, blue, getting chubby working, wants to be out there again, and needs one crew for insurance. Seeks female sailing partner to help sail Wildemess 40 from Florida to Australia, about May 1 to Nov. 15. Leslie King, P.O. Box 1923, Santa Fe, NM 87504. (505) 984-2190, fax (505) 982-3196.

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BOATWRIGHT'S WANTED. Stern to Stern Marine Services is located within the Grand Marina haulout yard. We have openings in the following areas: 1) Fiberglass repair, construction and refinishing. 2) Electrical and plumbing (installations and repairs). Skills and experience will determine wage. Applicants should have a good work history and be self motivated, with a high regard for quality. We occasionally travel to other marinas in SF Bay. Contact Mike at (510) 865-2801, 2021 Alaska Packer Place, Alameda, CA 94501.

CATAMARAN TO BI-PLANE RIG. I need help converting my small cat to twin sails. If you have experience in this area would you call me at (707) 823-0131 or fax (707) 823-6977, Richard.

CREW: 120-ft Research Vessel, power, have work S.F. Bay, Golden Gate to Farallons and Puget Sound April 15-July 1 with possible trip to B.C. after. Need 200T captain, mate, cook and deck hand. Some money. Curt, (415) 853-4121, 1377 Crown Dr., Alameda, CA 94501.

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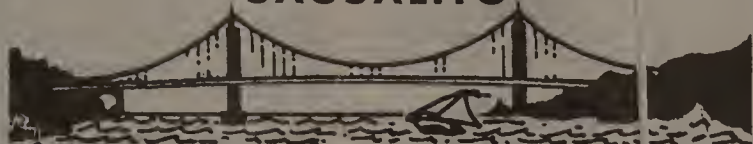
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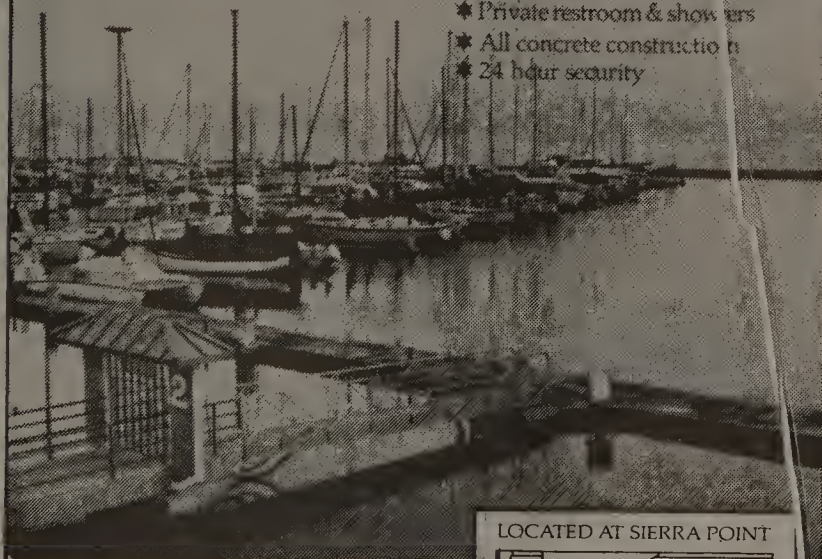
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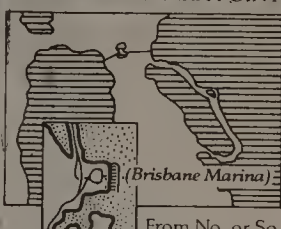


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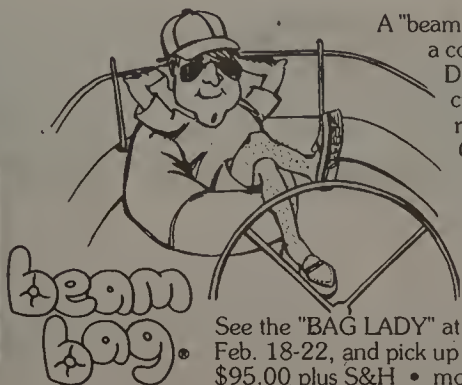
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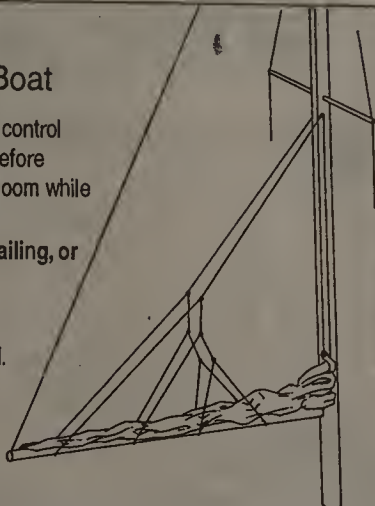
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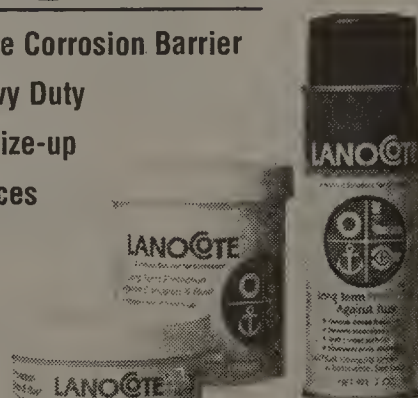
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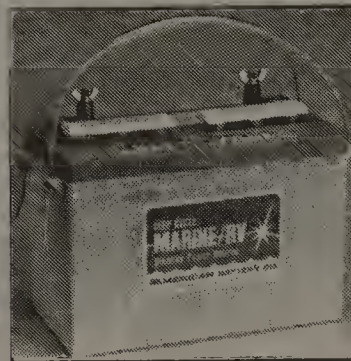
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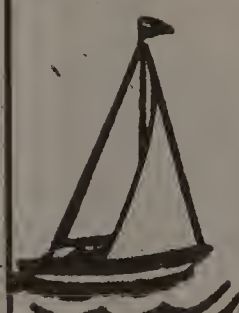


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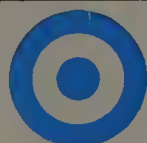
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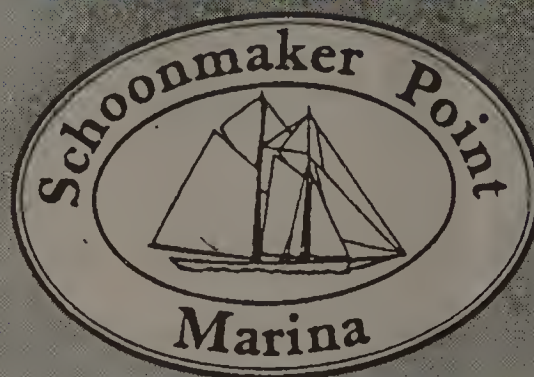
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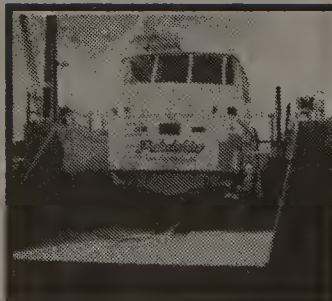
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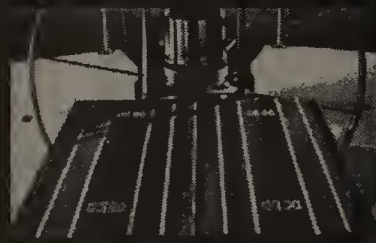
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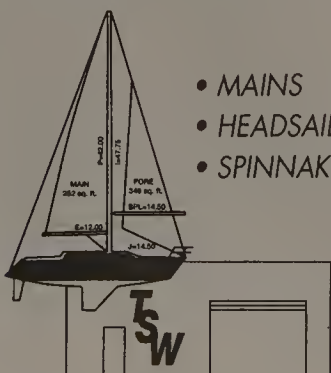
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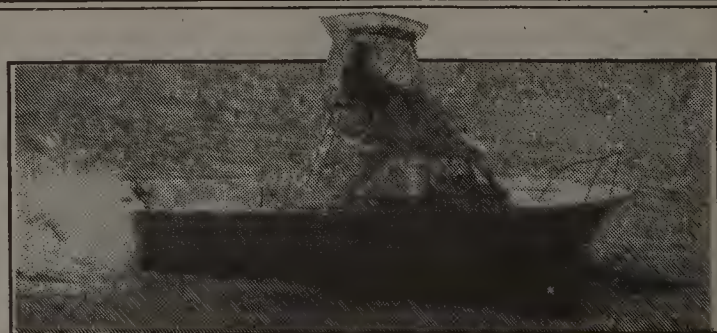
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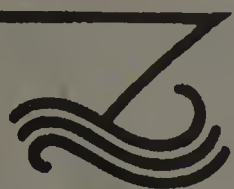
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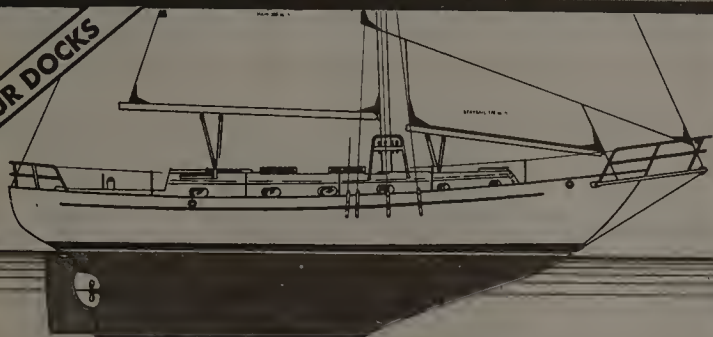
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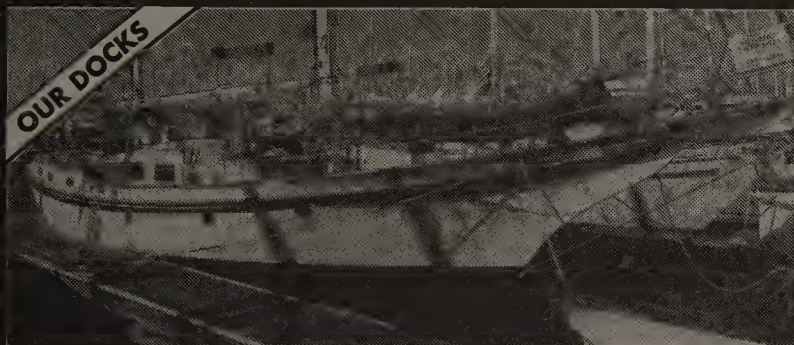
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30' NEWPORT MK III '82 SL	24,000
32' WESTSAIL '76 CT, SD	55,000
* 34' COLUMBIA '70 SL, SG	24,000
34' O'DAY, '84, SL, SD	42,500
36' COLUMBIA '68/'70	2 from 17,500
36' HUNTER '80 SL, SD	34,500
36' ISLANDER '76 SL, SD	44,900
40' OFFSHORE '66 SL, SD	47,500
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42' CATALINA, 1993. 2 strum layout, loaded. 2 tenders, brokerage price, still save! Like new. \$139,000 • San Diego.

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30' SEA RAY '86 EX, TG	39,900
34' TOLLYCRAFT '80 AC, TG	56,000
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36' GRAND BANKS, '69, TR	79,000
36' HATTERAS '73 SF, TD	85,000
* 36' NOVA '90 MY, TD	125,000
36' UNIFLITE '72 SF, TG	49,900
38' BAYLINER, '83, MY, TD	89,500
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42' GRAND BANKS '69, TR	65,000
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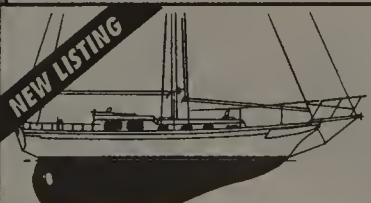
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39' Cal/Lear MkII	\$59,000
40' Newporter	\$38,500
42' Garden Porpoise Cutter	\$49,500
42' Westsail	\$104,000
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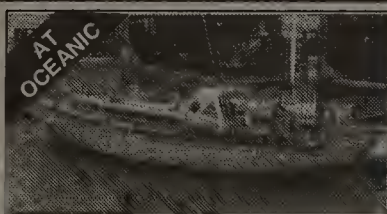
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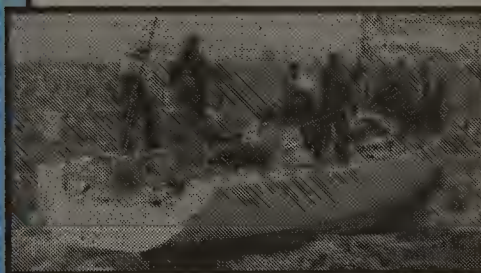


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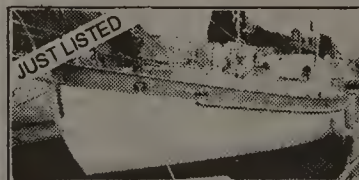
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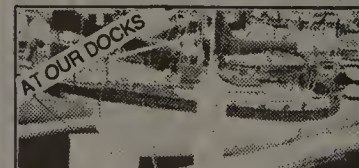
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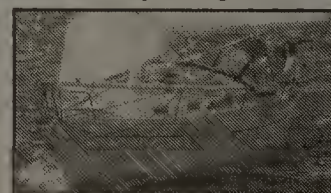
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27' CHEOY LEE OS, dsl 9,500
30' PACIFIC, major reht Try 9,900
30' ISLANDER, I/B Offers/13,500
30' HUNTER, diesel Try 10,000

30' KNARR one design racer 9,000
33' GAFF SLOOP "Freda" 40,000
56' CUTTER, 1904 Asking 69,500

POWER
28' FIBERFORM FB, twins 18,000
30' CHRIS CRAFT, twins 15,000

33' CARVER FB, twins....Asking 24,900
42' CLASSIC MATTHEWS...Try 39,000
43' MATTHEWS FB, 1965 57,500
65' WHEELER, 1931....Offers/145,000

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lazy jacks, dodger,
marine head/holding
tank, Hood furling,
performance vang..
too much to list!
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SAIL

47' VAGABOND, '85 \$185,000
43' MULL. IOR, '74 Reduced \$73,000
41' AUX. CUTTER, '41 \$49,900
36' ISLANDER \$38,000
35' YORKTOWN \$25,000
34' H.C., '78 SOLD
34' CATALINA, '88 \$55,000

34' HINCKLEY, '43 \$30,000
34' CAL, '72 \$25,000
27' CATALINA, '85 Loaded \$25,000
27' LANCER, '84 \$13,900
26' COL. MkII, '70 \$ 7,500
25' LANCER, '75 \$ 7,500
25' MacGREGOR, '83 Make Offer
24' J/BOAT, '80 Make Offer

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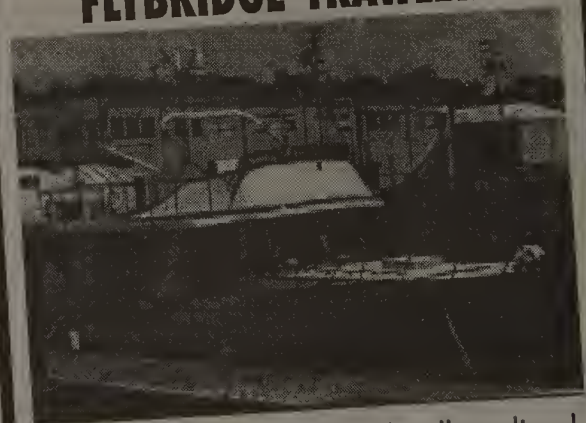
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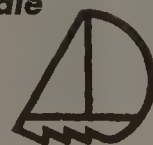
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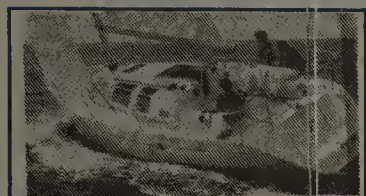
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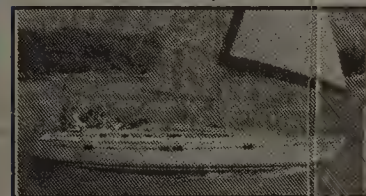
1989 BENETEAU MOORINGS 38
from \$76,000



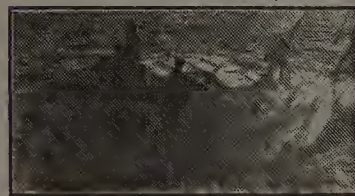
1988 BENETEAU MOORINGS 432
from \$98,500



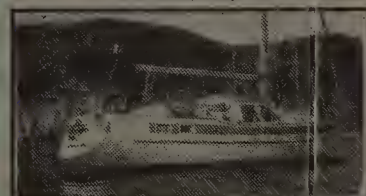
1991 HUNTER MOORINGS 433
Motivated owner \$112,000



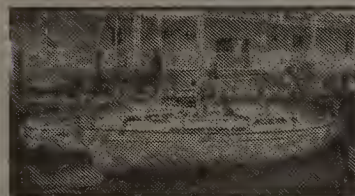
1992 BENETEAU MOORINGS 500
to settle \$165,000



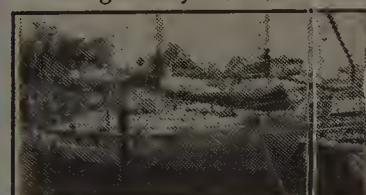
1988 BENETEAU MOORINGS 500
from \$165,000



1990 WAUQUIEZ MOTORSAILER 45
A great buy at \$166,000



1984 FAIR WEATHER MARINER 39
New listing \$109,000



1985 HANS CHRISTIAN 33
Reduced again! \$94,500



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from \$170,000



1989 HALBERG RASSY 49
Center cockpit \$310,000



1988 JEANTOT PRIVILEGE 48
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'87 Beneteau 345	\$45,000
'83 Hunter 34	\$37,500
'89 Beneteau 35s5	\$65,000
'86 Wauquiez Centurion 36	\$119,000
'88 Corbin 39 Ketch	\$145,000
'87 Jeanneau Sun Legen 41	\$104,900
'90 Catalina 42	\$125,000
'85 Beneteau 43	\$79,500
'90 Morgan 50	\$165,000

MULTIHULLS

'87 Beneteau Blue II 33	\$76,900
'90 Edel Cat 35	\$95,000
'89 Kernex 380	\$160,000
'86 Outremer 40	\$120,000
'93 F-P Venezia 42	\$250,000
'92 Lagoon 42	\$225,000
'88 F-P Casamance 44	\$185,000
'75 Prout 45	\$175,000
'91 Lagoon 47	\$420,000

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BOAT OF THE MONTH



ALAN WARWICK 38...Bluewater Cruiser
Australian design – rigged "short-handed"



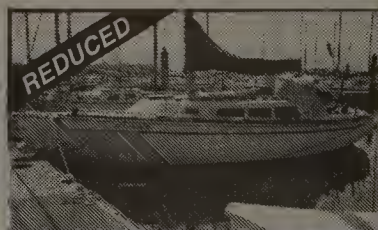
ISLANDER 28... Comfortable pocket
cruiser with good inventory.



GOLDEN WAVE 42... Good storage,
great Nav station. Awesome sailer!



GULFSTAR 43... Comfortable
cruiser. Owner moving up to larger
yacht.



NEWPORT... Lots of fun. Two to
choose from.

SELECTED LISTINGS

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25' Cal	8,900
25' Catalina	8,900
27' CS	16,500
27' O'Day	9,500
27' Coronado	7,995
28' Islander	15,900
29' Ericson	13,450
29' Cal, '72	11,900
30' Tartan	New Listing
30' Newport (2)	19,900
30' Catalina	19,500

31' Dufour	27,900
32' Beneteau First 32	New Listing
32' Dreadnought	79,000
32' Ericson	22,900
34' Hunter	47,500
36' Freedom	Offers
37' Tayana	59,500
38' CT, fast cruiser	64,500
43' Gulfstar	81,500
44' Hylas '84	Reduced 149,500
46' Rosborough Gaff	New Listing

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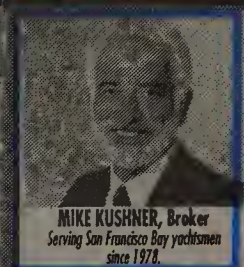


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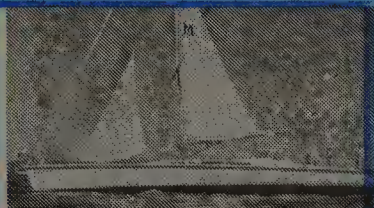
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65' MACGREGOR, '86. Fastest production boat built, attains speeds of 26 knots, yet can be single handed. Very clean. \$139,500.



54' ROBERTS STEEL KETCH, '83. No compromise 3 stateroom cruiser. Bright light oak interior. Gleaming blue LPU hull. Teak decks. New engine, more. \$249,000.



52' IRWIN, '77. Stays'l ketch. 3 staterooms, incredible interior/cruising & living aboard. Great sailing performance. Dinghy & Davits, new electrl sys. \$145,000.



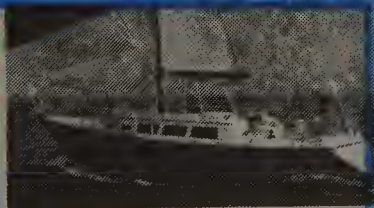
47' GARDEN PORPOISE KETCH, '74. Heavy duty cruiser. Corvel planked teak hull. Ready to go cruising again. 2 from \$67,500.



41' LAVRONIS, '88. Performance cutter. Swan-like style. Light wood interior. Teak decks. \$89,500.

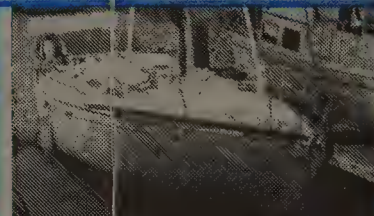


38' EASTERLY. Spacious interior, clean decks, large cockpit, powerful Westerbeke diesel. \$39,000.



36' S-2 11 METER AFT, '79. Excellent finish above and below decks. Epoxy bottom. Roller furling, ST winches. Volvo dsl engine. \$48,000.

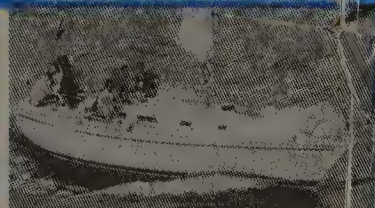
SELECTED CRUISING YACHTS									
SAIL						POWER			
LOD BUILDER	YR	PRICE	36' FREEDOM	YR	PRICE	55' CHRIS CRAFT	YR	PRICE	
65' MACGREGOR	'86	\$139,500	36' PEARSON	'85	\$69,000	LOD BUILDER	'62	\$119,000	
60' STEPHENS FDMY	'66	\$350,000	36' ISLANDER	3 from	\$43,000	53' BLUEWATER	'80	\$179,000	
54' ROBERTS STEEL	'83	\$249,000	36' HERITAGE	'78	\$59,000	53' HATTERAS	'79	\$345,000	
54' VENNEKENS	'79	\$170,000	36' CATALINA	'85	\$59,500	51' BLUEWATER	'83	\$145,000	
52' IRWIN	'77	\$145,000	35' MORGAN	'72	\$24,500	49' ALBIN TRAWLER	'80	\$145,000	
50' FORCE 50	'73	\$111,000	35' FISKAR	'71	\$35,000	48' CHRIS YACHTFISHER	'85	\$210,000	
47' GARDEN	'73	2 from \$69k	35' BENETEAU	'90	\$79,000	48' UNIFLITE	'81	\$139,000	
45' COLUMBIA	'73	\$62,000	34' WYLLIE	'79	\$34,000	47' STEPHENS	'64	\$69,000	
45' HANS CHRISTIAN	'76	\$169,000	33' HUNTER	2 from	\$29,000	44' LUHRS	'70	\$72,500	
44' PETERSON	'80	\$118,500	33' GURNEY/HUISMAN	'68	\$39,950	43' ALBIN TRAWLER	'78	\$89,000	
42' SOLARIS CAT	'76	\$159,000	33' HUNTER	'79	\$29,000	42' CHRIS CRAFT	'69	\$67,000	
42' MULL, Sloop	'74	\$73,000	32' MORGAN	'79	\$33,000	38' BAYLINER	'83	\$89,000	
41' LAVRONIS	'88	\$89,500	32' WESTSAIL	'76	\$40,000	35' CHRIS CRAFT	'68	\$55,000	
41' MORGAN	3 from	\$61,500	320' ARIES	'80	\$29,950	34' LUHRS SPORTFISHER	'90	\$78,000	
38' CABO RICO	'79	\$89,000	30' TARTAN	'73	\$23,000	34' CALIFORNIAN	'80	\$58,500	
38' EASTERLY	'78	\$39,000	30' PEARSON 303	'84	\$41,500	34' CALIFORNIAN	'82	\$65,000	
37' HUNTER LEGEND	'88	\$84,500	29' CAL	'70	\$17,000	32' UNIFLITE	'79	\$49,500	
36' S-2 11 meter aft	'79	\$48,000	28' ISLANDER	'77	\$19,000	31' RIVA	'78	\$79,500	
36' WATKINS	'81	\$49,500				28' SEA RAY EXPRESS	'86	\$33,000	
						25' PILOT CRUISER	'72	\$20,000	



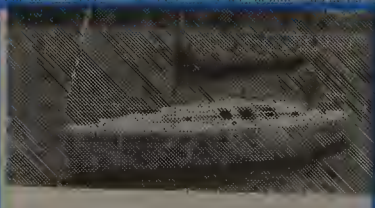
42' MULL. 2 for 1 sloop, 2 heads. Aft stbm dbl berth, mech. refrig. 15 sails, AP, liferaft & dinghy. \$73,000.



38' CABO RICO, '79. Traditional full keel world cruiser. Exceptional quality and finish. \$89,000.



36' PEARSON, '85. Exceptional room, style and performance. Pearson quality. ST winches, dodger. Reduced to \$69,000.



35' BENETEAU, '90. High performance racer/cruiser. Bright impeccably maintained interior and modern styling. Easy to singlehand. New \$120K...Now \$79,000.



33' GURNEY/HUISMAN, '68. Aluminum hull. Strong, lightweight, fast. Gurney design. Perfect couples bluewater cruiser/racer. \$39,950.



32' ARIES, '80. Rugged fiberglass version of a wooden double-ended classic. 3 headstays, dodger and 33 hp Westerbeke diesel. \$29,950.



32' WESTSAIL, '76. Solid cutter. Low use engine. Autopilot, extensive ground tackle. Rigging. Mechanically and structurally superior. \$40,000.



42' SOLARIS CATAMARAN, '76. Bridgedeck catamaran, fiberglass construction to Lloyds 100A1+ specs. 4 full dbl staterooms, 2 heads, twin Mercedes diesels. \$159,000.



44' PETERSON, '80. Center cockpit performance cruiser. Original owner. Sailed in 3 Pacific Cups. Well maintained, AP, GPS, SSB. Fiberglass non-skid decks. \$118,500.

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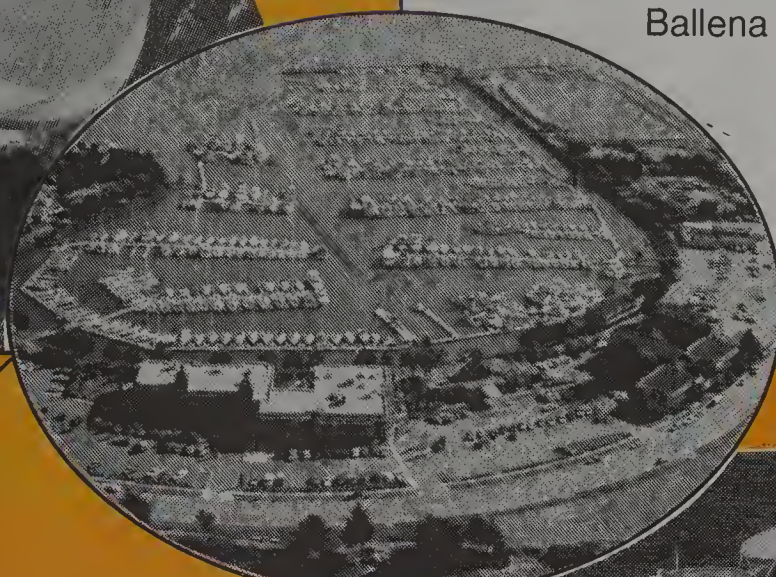
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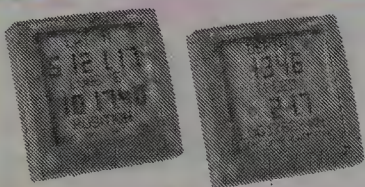
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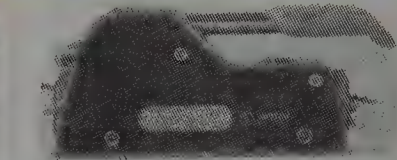
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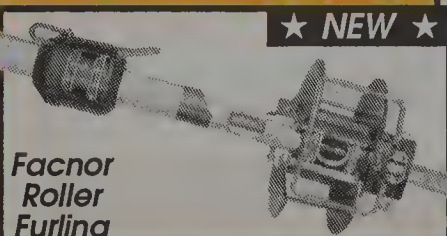


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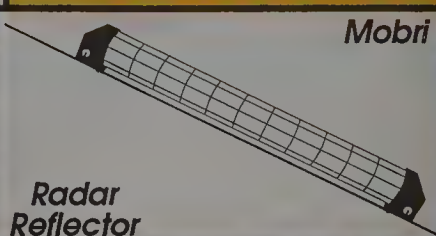
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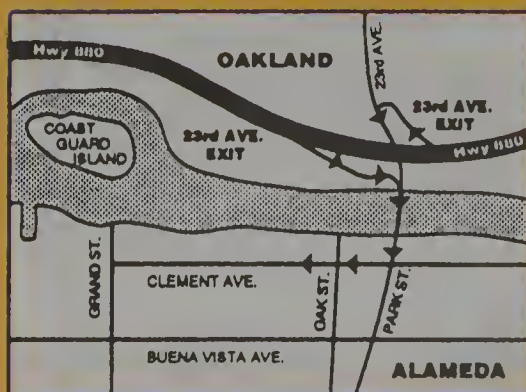
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